

Martell's
Brandy

are known and asked for
all over the World.
Sole Agents,
H. Price & Co.,
12, Queen's Rd., Central,
438

The China Mail

ESTABLISHED 1845.

D. O. L.
Old Tom Gin.

The most reliable on
this market.
Sole Agents,
H. Price & Co.,
12, Queen's Rd., Central,
438

No. 12,987

號九十月十年四零百九千一英

HONGKONG, WEDNESDAY, OCTOBER 19, 1904.

日一十月九年辰甲

PRICE, \$3.00 Per Month.

CHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS.

MACEWEN FRICKEL & CO.,

Undertake to Deliver Gifts, etc.
(Free of Charge to Consignees) in any
part of the World.

LATE SURVIVOR'S LIST.
To England... Nov. 8th
To France... Nov. 16th
To Germany... Nov. 9th
To Italy... Nov. 9th
To United States via San Francisco... Nov. 8th
To United States via Cape Horn... Oct. 10th
To India... Oct. 21st
To South Africa... Oct. 21st
To Australia... Oct. 21st
To Canada... Nov. 8th
CHINA PARCEL EXPRESS.
Office—3, DUNDAS STREET,
Hongkong, October 7, 1904. 1815

Intimations. NOTICE

THE Business formerly carried on in
Hongkong by PAUL LEMAIRE
under the Style or Firm name of P.
LEMAIRE & CO. was, on the 31st
October, 1903, purchased by me together
with the right to the use of the Firm name
of P. LEMAIRE & CO.

All Claims against the late Firm of P.
LEMAIRE & CO. must be sent in to
PAUL LEMAIRE, 11, ARMY STREET,
HONGKONG.

(Sole Agent)
Trading as P. Lemaire & Co.
Dated the 17th October, 1904. 1877

WANTED
EFFICIENT SHORTHAND WRITER
(Male or Female) to write
up of Merchants' Business
for the Evening Standard, to R.

Care of "China Mail" Office,
Hongkong, October 17, 1904. 1887

WANTED
A BUILDING Suitable for BOARDING
HOUSE, must be Close to T. & S. way,
and Ventilation Good.
Apply to G. F.

Care of "China Mail" Office,
Hongkong, October 14, 1904. 1856

MINISTERING CHILDREN'S
LEAGUE.

A BAZAAR will be held on SATURDAY,
October 22nd, on the VOLUNTEER
PARADE GROUND. (Kindly lent by
Major PRATER, and the Officers of Hong-
kong Volunteer Corps from 2 to 6 p.m.)
Toboggan Slide, Dr. music Entertainment
and Children's Play.

The proceeds will be given to the Victoria
Home and Orphanage, the School for Blind
Children, and other Charities.

TRA—Adults 2 cents; Children 5 cents.
ADMISSION FREE.

By kind permission of Major CAMPBELL
and Officers 11th Mahratta L. Infantry,
the Band will play during the afternoon.

NO CHITS TAKEN.
Hongkong, October 14, 1904. 1859

NOTICE

QUALIFIED LAND SURVEYOR Well
furnished with FIELD and OFFICE
INSTRUMENTS, seeks Temporary Employ-
ments by month or Contract.

Address: "SURVEYOR,"
Care of "China Mail" Office,
Hongkong, October 10, 1904. 1791

RE JANE' ROSE HARMON
DECEASED.

ALL Persons having any Claims against
the Estate of JANE' ROSE HAR-
MON, late of Oakwood Court, Kensington,
London, Widow (formerly of Hongkong)
who died on the 26th August, 1904, are
requested to send particulars thereof to us
and all persons owing any moneys to the
said Estate are requested to pay the same
to us forthwith.

Dated this sixth day of September, 1904.
GEO. ARMSTRONG & SONS,
Solicitors,
NEWCASTLE-UPON-TYNE.

October 6, 1904. 1829

THE POPULAR
SCOTCH
IS
BLACK & WHITE

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
THE PRINCE OF WALES

Supplied all the sailing OXES and
HORSES and to be obtained from LANE,
CRAWFORD & Co., Queen's Road,
Central.

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CRAWFORD & Co., Queen's Road,
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CRAWFORD & Co., Queen's Road,
Central.

Business Notices.

ASBESTOS

ENGINE PACKINGS—A large variety of Asbestos and other Pack-
ings suitable for all purposes.
Asbestos Metallic, Cloth and Wire Insertion Sheetings.
Non-Conducting Composition for Covering Boilers, etc., of Best
Italian Asbestos.

'Marine' Packings, 'Paragon' Packings, 'Imperial Metallic'
Block Packings, 'Tuck's' Genuine Packings, 'Lion' Patent
Packings, 'Garlock' Packings, for highest pressures.

Lubricated Hemp Packings for Feed Pumps. Special Packings for
Pump Rings and Hydraulic Machinery.

PRICE LIST ON APPLICATION.

W. S. BAILEY & CO.,
Engineers,
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,383 tons, Captain R. D. Thomas.
s.s. POWAN, 2,330 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,280 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,880 tons, Captain J. J. Losse.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 8.30 p.m.
and 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
Route. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LING-CHU-CHU STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SAINAM, 688 tons, Captain J. Wilcox.
s.s. NANRYN, 669 tons, Captain Q. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
19 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
(or at BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.)

NOTICE

I beg to inform the Hongkong Public
that I have, from 1st OCTOBER, as-
sumed Charge of the CONSULATE for
CUBA in this Colony.

Office Hours—10 a.m. to 12 p.m.
(Signed) DR. ANTONIO B. ZANETTI,
3, Lower Castle Road,
Hongkong, October 15, 1904. 1864

NOTICE OF REMOVAL.

MESSRS DEACON, LOOKER & DEACON
have REMOVED their Offices
to PRINCE'S BUILDING (First Floor),
No. 1, Des Voeux Road.
Hongkong, October 17, 1904. 1866

DR HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL.
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1879

THE AMERICAN SYSTEM
OF
DENTISTRY.

Dr. M. H. CHAUN,
37, Des Voeux Road Central, Hongkong.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1866

THE BEST GIFT
FOR THE WIFE
IS A
SINGER SEWING MACHINE.

Come and be convinced.
Showrooms:
1, WYNDHAM STREET.
Hongkong, October 3, 1904. 1262

NOTICE.

I HEREBY BEG TO INFORM
DRINKERS OF TANSAN that I
have CEASED to USE CORKS made by
the London Crown Cork Co., as they have
given me dissatisfaction. I am now using
a Cork which will keep the WATER in
EXCELLENT CONDITION and free from
illages.

I. CLIFFORD-WILKINSON,
Kobe, Japan.
Sole Agents for Hongkong:
Messrs H. PRICE & CO.,
12, Queen's Road Central.
Hongkong, October 1, 1904. 1798

Dr NEWELL WILSON,
DENTIST.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office Hours—9 a.m. to 5 p.m.

First Floor,
WATKINS' BUILDINGS,
31, QUEEN'S ROAD CENTRAL,
Hongkong, October 19, 1904. 2206

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES
WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN
Bags of 1 cwt. each.

OFFICE: 6, DES VOEUX ROAD.

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Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net, \$3.00 per cask, ex Factory.

In bags of 250 lbs net, \$3.20 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glasses
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.

GENERAL MANAGERS.

FINEST
BLACKBERRY BRANDY

Price per Doz. Qts., \$11.00.

" Bottle, 1.00.

LANE, CRAWFORD & CO.

Hongkong, September 1, 1904.

FAIRALL & CO.

HIGH-CLASS
DRESSMAKERS, MILLINERS,
AND
GENERAL DRAPERS.

CORSETS and SHOES A SPECIALITY.

Hongkong, August 9, 1904. 1060

THE
HONGKONG HOTEL

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CURE.

CONNAUGHT HOUSE HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES.—EXCELLENT COOKING AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply
THE MANAGER.

THE
VICTORIA DISPENSARY,

Wine and Spirit Merchants.

WHISKIES:

Glenorchy, Lochaber, Claymore,

Finest Old Scotch, Daniel Crawford's,

Bourbon, 'V. R. O.' Liqueur (square bottle),

Watson's 'E' Liqueur.

PRICES ON APPLICATION.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Christmas Cards for the Home Mails.

Japanese Novelties in Calendars.

Coloured Japanese Post Cards.

Japanese Hand-painted Cards.

Chinese Rice Cards.

Cards suitable for Painting on and also for Mounting
Snap Shots.

AQUARIUS.

AQUARIUS SPARKLING MINERAL TABLE WATER
(Made from Pure Trouble Distilled Water).

AQUARIUS SILENT WATER.

AQUARIUS TONIC WATER.

AQUARIUS BELFAST GINGER ALE.

AQUARIUS LITHIA WATER.

AQUARIUS LEMONADE.

AQUARIUS GINGER BEER (Stone Bottled).

THE AQUARIUS COMPANY:
General Managers.

Caldbeck, Macgregor & Co.,
14, QUEEN'S ROAD.

Hongkong, October 5, 1904.

Intimations.

Milkmaid
BRAND
Milk
Guaranteed
Full Cream.
Largest Sale in the World.



G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
54, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
60, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1-1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 24, LANE STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 102 HOCKEY STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Choofoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidan, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuching, Sasebo, Maizuru, Miike, Hakodate, Asoh &c.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines. SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinomiya, Mameda, Mannouri, Utsura, Otsu, Sasahara, Teikoku, Yoshinomiya, Yoshio, Yonokura, and other mines.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

ENO'S A SIMPLE REMEDY
FOR ALL 'FRUIT IMPURITIES
OF THE BLOOD. **SALT.**

'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.'—*European Mail.*

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a worthless imitation.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S Patent.

Sold by Chemists, &c., everywhere.

A PERFECT BEVERAGE.

van Houten's Cocoa

is known and prized throughout the whole world for its high quality and delicious natural flavor.

van Houten's Cocoa

Best & Goes Farthest.

Intimations.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI' which applies to all Branch Offices and Hongkong and Shanghai Agencies.

ALSO 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED MANAGER, MITSU BISHI CO., WITH NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armaments; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shinner, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905. Sole Agents for Kigyo, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904.

APPLY FOR

THE ANGLO-AMERICAN STORES' LATEST PRICE LIST OF GROCERIES, etc., etc., etc.

Hongkong, 1, Wellington Street, Kowloon, 63 & 64, Elgin Road. Hongkong, September 17, 1904.

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION. (Opposite Commercial House) No. 10, QUEEN'S ROAD CENTRAL. MODERATE CHARGES.

Mrs. WATLING, Proprietress. Hongkong, July 27, 1904.

BOARD AND RESIDENCE.

'KILLADOON,' ON North Spur of MORRISON HILL, 151, WANCHAI ROAD.—Light, Airy and Well-furnished Double and Single Rooms with full view of the Harbour. With or without board.

For Terms, apply on the Premises, to Mrs. G. S. WEBB. Hongkong, July 20, 1904.

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1888, 1900 & 1901.

MANUFACTURED BY THE GOURPORE CO., LD., CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LOXLEY & CO., Sole Agents, Hongkong.

Cable Address: 'LOXLEY,' Hongkong. Hongkong, July 22, 1903.

CHRISTMAS GREETINGS IN ADVANCE.

A N Early Opportunity to those wishing to send GREETINGS to their RELATIVES and FRIENDS AT HOME.

I have just opened a Parcel of REVEREND THOMAS'S XMAS and NEW YEAR'S CARDS of various pretty designs and descriptions. Specially Selected to suit the taste of Young and Old.

Moderate Prices and at usual 10% discount for Cash.

Insertion FREE. H. RUTTONJEE, No. 5, D'AGUIAR STREET, 2nd Floor, Kowloon.

36 to 38, Elgin Road, Kowloon. Hongkong, October 13, 1904.

WASHING BOARDS.

WASHING BOARDS, for the use of Ladies and Gentlemen, are now being made at this Office—Price, 31 each. China Mail Office.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, Hongkong, on THURSDAY, the 20th OCTOBER, 1904, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year 1903, and for the half-year ending 30th June, 1904, and of Declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive. By Order of the Board.

C. MONTAGUE EDE, Acting Secretary. Hongkong, September 21, 1904.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the UNDERSIGNED at 12 o'clock (Noon), on FRIDAY, the 21st OCTOBER. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st October, both days inclusive.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited. Hongkong, September 29, 1904.

HUMPHREYS' ESTATE & FINANCE CO., LTD.

THE SHARE CERTIFICATE No. 4724 for Fifty Shares Numbered 50951-51000 inclusive, Fully Paid-Up, standing in the Register in the name of JAMES ROBERTSON ALEXANDER of Shanghai, having been lost. Notice is hereby given that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road, Hongkong, before 23rd OCTOBER, 1904, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, September 23, 1904.



NOTICE.

IT IS HEREBY NOTIFIED that His EXCELLENCY The GOVERNOR has given directions for the Rescission of the Proclamation No. 4 of 1904, declaring Tainan-fu and Anping in Formosa to be ports and places at which an infectious or contagious Disease might be introduced, and that the same is hereby rescinded.

Colonial Secretary's Office. Hongkong, October 15, 1904.



GOVERNMENT NOTIFICATION.

IT IS HEREBY NOTIFIED that on and after 30th October, 1904, the time of 120° East Longitude will be adopted in this Colony.

The effect of this will be that local time will be advanced by 23' 15". By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office. Hongkong, October 17, 1904.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on the 25th, 27th, and 29th October, 1904, from the Northern end of a ridge to the East of Smugglers Pass in a North-Westerly direction, towards Tai Mo Shan.

Practice will commence at 9 a.m. daily. L. BARNES-LAWRENCE, Harbour Master, &c.

Hatbour Department, Hongkong, October 18, 1904.



SANITARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the Owner during the months of September and October.

N.B.—The word 'throughout' used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room and Staircase—all cubicle partitions, Chair Casings and Stair Linings, all Ceilings and the Underframes of Roofs, both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard should have its Containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, used, not be Limewashed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kowloon is divided into the Eastern and the Western Divisions by Robinson Road and a straight-line drawn from the north end thereof through the Yau-mai Service Reservoir to the northern boundary of Kowloon.

Dated this 7th day of October, 1904.

THOS. A. HANMER, Secretary.

WASHING BOARDS.

WASHING BOARDS, for the use of Ladies and Gentlemen, are now being made at this Office—Price, 31 each. China Mail Office.

Intimations.

HAVE A BEER WITH YOUR RACKET
MAKE A RACKET IF YOU DON'T GET
Rainier
M. J. CONNELL
SOLE AGENTS.



Hongkong, September 28, 1904.

To Let.

TO LET.

A LARGE OFFICE on Ground Floor of No. 2, WINDHAM STREET. Possession 1st August, 1904.

Apply to THE SECRETARY, The Bowling Club, Ltd. Hongkong, July 13, 1904.

TO LET.

NO. 1, STEWART TERRACE, The Peak. Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, March 26, 1904.

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to JARDINE, MATHESON & CO., Hongkong, August 8, 1904.

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS. Apply to SECRETARY, A. S. WATSON & CO., Limited. Hongkong, June 16, 1904.

TO LET.

IN ELGIN ROAD, Kowloon, Close to Ferry, Residential Flats with Two Rooms and Bathroom and Kitchen attached.

Also No. 5, D'AGUIAR STREET, Hongkong, 1st FLOOR. Rents very Moderate. For particulars, apply to H. RUTTONJEE, No. 5, D'AGUIAR STREET, and 36 to 38, Elgin Rd., Kowloon. Hongkong, September 19, 1904.

TO LET.

SPACIOUS GODOWN, No. 108, PRAYA EAST. Apply to TANG KING FU, 104, Hollywood Road. Hongkong, September 24, 1904.

TO LET.

A HOUSE in WONG NEI CHONG ROAD. No. 1, RIFLE TERRACE, in FLATS, FLATS in MORRISON TERRACE, facing the Polo Ground.

OFFICES, in Course of Erection, CONNAUGHT ROAD (near Blake Pier), GODOWNS PRAYA EAST. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, October 12, 1904.

TO LET.

THE Whole of the Second Floor of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also ROOMS or OFFICES on the First Floor of the same Address.

Apply to YEE SANG FAT, 34, Queen's Road Central. Hongkong, October 14, 1904.

TO LET.

SPACIOUS GODOWN, No. 107, PRAYA EAST. Apply to TANG YUEN CHEONG TUNG KEE, 103, Wanchai Road. Hongkong, September 28, 1904.

TO LET.

NO. 4, ORMSBY VILLAS, Kowloon. Apply to SAM WANG & CO., LD., 81, Queen's Road Central. Hongkong, July 20, 1904.

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1905.

Apply to HUMPHREYS' ESTATE & FINANCE CO., LTD. Hongkong, October 6, 1904.

OPENING OF THE PROVINCIAL COLLEGE AT KUEILIN.

(From Our Own Correspondent.)

KUEILIN (Kwangsi), September 6.

Although for some time there has been a Provincial College in existence in this city, to be exact since 1899, it has hitherto occupied buildings of a more or less cramped nature, and the actual classrooms and lecture halls were insignificant in size and fittings, but this has now been changed, under the energetic and progressive lead of the new governor of the Province, Seng Tao Tai, a native of the Fukkien Province. About four or five months have been occupied in the alterations, Mr. Li, the teacher of English, also a native of Fukkien, has acted as architect, and certainly the results do him credit. Throughout the work has been personally superintended by Seng Tao Tai, who has modelled the College upon the lines of the Japanese institutions, which he personally inspected during a three or four months residence in that country.

The work was completed about the 18th of August and opened by Viceroy Tsen on the 21st. The following day, I and a friend were invited by the governor of the college to pay a visit of inspection. We were much struck by the really fine new entrance to the buildings; these, I might say, are built on the bank of a branch of the Cassia River, and thus lend themselves more readily to the builders' art. A row of trees has been planted along the front, and a good stone parapet running along the river bank puts a finishing touch to a good promenade. The entrance is wholly foreign in nature, the gate in itself is about eight feet high and is a fair copy of a foreign open-gate work, and is flanked by iron palisading. A broad cement path, with flowers and shrubs on either side leads up to the door under the clock tower, which is the proper entrance to the school building.

On the right and left are nice rooms with glass windows. One room is for the sale of books for the students, another is for the College treasurer. Opposite the entrance door is a fine building, built in foreign style, and having glass windows and doors. This is the reception room, and here we were received by the genial 'head', who seized our umbrellas as we entered and promptly deposited them in a stand just inside the door, and then conducted us to delightful easy chairs, in the middle of a really handsome room, one which would compare favourably with many modern drawing rooms. This we were informed had been expressly fitted up for visitors. The furniture was good, the floor was covered with a carpet of English manufacture, which must have cost at the lowest estimate quite \$100. Altogether the room had a dignified and luxurious aspect.

We found Seng Tao Tai an exceedingly interesting and entertaining man of about thirty-five years of age; he was dressed plainly and received us as one who was accustomed to foreigners. He very soon displayed a photo of himself, and two sons, who are students in Japan, dressed in European dress, of which he seemed to be very proud. We had refreshments in foreign fashion, with a punch brought from Hongkong waving over our heads. During this time we had a very nice chat with our host and two of his assistants.

Our inspection of the buildings was interesting. First there were the teachers' rooms, high, light, airy and comfortable rooms they are too, and in comparison the students room are poor, for one room, not very large, has to accommodate four students. These latter rooms are built in long rows, with a small strip of courtyard separating them, in which are planted bananas, which, however, never produce fruit in Kueilin, it being too cold.

On a level with the clock in the tower, which clock, by the way, is two clocks with fairly large faces, a two faced clock being unattainable, there has been constructed a cement promenade, about twenty feet from the ground. This commands the entrance and from it a splendid view is obtained of the river and the Peak and other mountains in the distance. From this tower proudly floats the dragon flag, which, by the metamorphosis now taking place in China, is gradually rallying round it the patriotism of the 'Young China' party.

The next building which attracted attention was the lofty auditorium which contains desk accommodation for 200 students, and a good 'rostrum' for the lecturer, and behind that a good gallery which is to be placed at the disposal of any visitors who care to attend the lectures given. The seats in this gallery are covered with cushions like those of a railway carriage. Underneath the gallery is the laboratory for the Chemistry students. Our next visit was to the fine dining hall, which is arranged for two hundred, men, eight at a table in correct Chinese fashion. The building which surprised us most however was a long low erection, divided out into small compartments. These are the bath rooms of the College, no less than forty in number. These rooms are built upon a platform, and the water runs out of the bath into a drain underneath, which carries it to the river. I suppose that the students have to wade every day, and beyond this a garden to be laid out, for the benefit of the students in botany.

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EASILY CURE

THE WORST COUGH.

One gives relief. An increasing sale of over 20 years is a certain test of their value. Sold in bottles everywhere.

THAT BEAUTY IS ONLY SKIN DEEP IS AN ACKNOWLEDGED FACT

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BRIGHTON, England, and unsurpassed for Creating, Restoring, and Preserving Beauty. Their application impart to the Face, Neck, and Arms a Delicate Softness, the Health Units of Health and the Odour of Flowers. To preserve her beauty is the natural ambition of every woman of culture. They CURE ALL SKIN DISEASES and LOTIONS prepared by Mrs. ELLEN herself are not only quite harmless, but being natural skin nutrients, are distinctly beneficial.

SOLE AGENTS: A. S. WATSON & CO., Ltd., Hongkong Dispensary.

Hongkong, September 20, 1904.

MESSRS COOPER & CO.

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BEDES to announce that, having obtained the Services of a COMPETENT OUTFITTER, with a thorough knowledge and experience of Gent's Requirements, they are now in a position to undertake all Orders for every description of Tailoring Work and a Complete Fit and Style Guaranteed.

Every Regulate for Gent's Wear and personal supplies at the most Reasonable Prices.

A Trial Order Earnestly Solicited.

Hongkong, September 5, 1904.

At the end of the drill ground swings are to be erected for the juveniles, of whom about forty are in the College. When we were completing our round we passed a house, which was still in the carpenter's hands, this we were told was to be the sick ward of the school.

Time fails to tell of the students' common room, the class rooms, and the gymnasium. Suffice it to say, that though there are many things that are still crude in the place, yet as we looked round that fine pile of buildings, with such potentialities for the future, one could not help marvelling and wondering somewhat, 'Whereunto this thing would grow.'

A word about the students. They are composed of about 160 young men, and forty boys, the latter ranging from twelve to sixteen years of age. All have to agree to stay for four years. They are allowed their rice and two suits of clothes a year. The clothing is a kind of uniform, and is in foreign style. At present they are wearing white duck suits, black socks and semi-foreign shoes, and foreign shaped straw hats upon the bands of which and on the jacket collar is worked the name of the College. The men are chosen by examination but the boys are nominated by officials. The course consists of some of the usual Chinese subjects, to which are added arithmetic, chemistry, botany, Japanese and English. I am not sure if this is a complete list, but it is all I can call to mind at present. The master-chief from Canton and Peking, and it remains to be seen whether they are competent or not. In regard to some I have no doubt. After a very pleasant time spent in the school we said goodbye to our genial host, and we left very much impressed with the fact that China is moving, even in this province of much affliction and ill repute, but as we passed through the crowded streets, we meditated on the reality of the matter, commenced to ponder, and ended with the master-chief still being in the darkness left by the fading light of the day.

A FRIEND IN NEED IS A FRIEND indeed. That is exactly what Chamberlain's Cough Remedy is. It is the only remedy which is so quickly and surely cured in the night by the cough, and the laboring breathing of her babe. It is the safe remedy for youth or adult when he has a cough, and there is nothing and nothing of the morose members of the throat. It always the irritation and cures the cold. Sold by All Dealers. WATKINS & Co., Ltd., General Agents.

S. K. TING.
European Dentist,
No. 14, D'Almeida Street.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1904.

SIR ROBERT HART'S MEMORANDUM.

A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China. Reprinted from the China Mail. To be had in pamphlet form at this Office. Price 50 Cents.
Hongkong, July 4, 1904.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAY.
(On and after 1st October, 1904.)
6.45 a.m. to 7.00 a.m. Every 15 minutes.
7.30 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
4.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 30 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRIA BUILDINGS, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 30, 1904.

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The most deliciously refreshing Tonic Water. It renders the skin firm, relieves most of the ailments, and imparts a delicate fragrance and feeling of comfort.
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A complete assortment of every other brand.

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BOUQUET D'ELYSÉE
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Intimations.

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ENLARGEMENTS A SPECIAL FEATURE.
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Hongkong, September 3, 1904. 1823

NAM SING,
U. S. ARMY TAILOR,
47, QUEEN'S ROAD CENTRAL.
BRAND NEW STOCK IN HAND.
Hongkong, September 8, 1904. 1830

A LING & CO.,
FURNITURE STORE.
AND
FOOCHOW LACQUERED WARE.
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Hongkong, September 3, 1904. 1827

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(Premises formerly occupied by Messrs C. J. GALT & Co.).
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Shirts and Breeches Makers.
First Quality Workmanship Guaranteed.
PRICES VERY MODERATE.
NOW SHOWING: New Lot of Straw Hats, Felt Hats, Parasols, Umbrellas, Walking Sticks, Boots and Shoes, &c., &c.
Inspection Invited.
Telephone No. 467.
Hongkong, August 4, 1904. 1429

MESSRS A CHOO & CO.,
39, DES VOEUX ROAD CENTRAL.
GENERAL STOREKEEPERS.
NAVAL CONTRACTORS,
AND
COAL MERCHANTS.
HAVE always on hand an Ample Stock. Supplies executed at shortest notice. Well directed Steam-funerals long for domestic parties and for towing purposes. PRICES VERY MODERATE.
Hongkong, October 1, 1904. 1791

Hotels.

HOTEL ORAIGIEBURN.

BLONKETS GAP, THE PEAK.
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For Terms.
Apply to the MANAGER. 741

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A LITTLE CHANGE.
THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.
WM. FARMER, Proprietor.
Hongkong, March 10, 1904. 482

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METROPOLE HOTEL.
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The ONLY HOUSE on the Road.
The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.
There is Accommodation for a few Boarders.
GOOD SEA BATHING.
REFRESHMENTS SERVED OF THE FIRST QUALITY ONLY.
PRIVATE TIFINS AND DINNERS Prepared in First-class Style on the shortest notice.
Dinner Parties and Picnics Catered for.
JAS. CHRISTIE, Proprietor and Manager.
Hongkong, August 13, 1904. 1885

KING EDWARD HOTEL.
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Ladies Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the MANAGER.
Hongkong, June 10, 1904. 122*

THE KOWLOON HOTEL, KOWLOON.

High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSE, MGR. Proprietor and Manager.
Hongkong, January 20, 1904. 138

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'DARTRING' 'LANOLINE'
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Demand the genuine
'DARTRING' TOILET 'LANOLINE' in collapsible tubes
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The Universal Remedy for Acidity of the Stomach, Headaches, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
Safe and most Gentle Medicine for Infants, Children, Delicate Females and the Sickened of Food.
DINNEFORDS' MAGNESIA

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamers sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEF.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Oct. 22	P. & O. Malta	London	Nov. 20	Nov. 27
26	G. M. S. Zieten	Bremen	" 25	Dec. 2
26	M. M.	Marseilles	" 34	" 20
3	P. & O. Coromandel	London	Dec. 4	" 11
5	G. M. S. Prinz Alice	Hamburg	" 11	" 25
19	P. & O. Simla	London	" 18	" 25
23	G. M. S. Prinz Regent	Hamburg	" 25	" 25
21	M. M.	Marseilles	Dec. 28	Dec. 27
21	P. & O. Chusan	London	Jan. 1	Jan. 8
7	G. M. S. Preussen	Hamburg	" 15	" 21
17	P. & O. Nubia	London	" 22	" 31
21	G. M. S. Prinz Eitel Friedrich	Hamburg	" 29	" 24
27	M. M.	Marseilles	" 29	Feb. 5
31	P. & O. Bengal	London	" 29	Feb. 5

AMERICAN MAIL.

DEF.	STEAMER.	DESTINATION.	DUE.
Oct. 20	P. M. S. Coptic	San Francisco	Nov. 18
20	N. P. L. Lyra	Tacoma	" 18
27	P. & A. Numantia	Portland, O.	" 29
Nov. 1	do. Gaelic	do.	Dec. 9
10	do. Gaelic	do.	" 20
19	P. & A. Aralia	Portland, O.	" 31
22	P. M. S. Mongolia	San Francisco	" 20
Dec. 3	do. China	do.	" 31
15	do. Doric	do.	Jan. 13
27	do. Siberia	do.	" 24
1905	do. Captive	do.	Feb. 4
Jan. 7	do. Korea	do.	" 17
19	do. Gaelic	do.	" 28
31	do. Mongolia	do.	Mar. 11
Feb. 11	do. Mongolia	do.	" 11

CANADIAN MAIL.

DEF.	STEAMER.	DESTINATION.	DUE.
Nov. 2	C. P. R. Tartar	Vancouver	Nov. 26
16	do. Empress of India	do.	Dec. 10
Dec. 14	do. Empress of Japan	do.	Jan. 4
28	do. Athol	do.	" 21
1905	do. Empress of China	do.	Feb. 2
Jan. 11	do. Tartar	do.	" 18
25	do. Empress of India	do.	Mar. 1
Feb. 8	do. Empress of India	do.	" 1

AUSTRALIAN MAIL.

DEF.	STEAMER.	DESTINATION.	DUE.
Oct. 27	O. N. Tatyana	Sydney	Nov. 17
Nov. 16	E. & A. Empire	do.	Dec. 7
16	O. N. Tatyana	do.	" 9
Dec. 9	O. N. Chingta	do.	1905
1905	O. N. Chingta	do.	Jan. 4
20	E. & A. Empire	do.	" 18
28	O. N. Chingta	do.	" 25
1905	E. & A. Empire	do.	Feb. 1
Jan. 11	O. N. Tatyana	do.	" 18
25	E. & A. Empire	do.	" 25
Feb. 8	O. N. Tatyana	do.	Mar. 1
Mar. 8	E. & A. Empire	do.	" 1
April 5	O. N. Tatyana	do.	" 1
May 3	E. & A. Empire	do.	" 1

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last report to us
Albion	despatch-vessel	1700	12	3700	Comdr. Richard M. Harbord	Hongkong
Albatross	battleship, 1st class	12,650	42	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Albatross	ship	1050	6	1400	Commander R. Nugent	Japan
Albatross	cruiser, 1st class	11,000	18	15,000	Capt. Charles Windham, C.V.O.	Wei-hai-wei
Albatross	cruiser, 1st class	11,000	18	15,000	Capt. R. N. Omsomey	Yankee
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Comd. O. V. Makins	Wei-hai-wei
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Comd. T. D. Pratt	Wei-hai-wei
Albatross	battleship, 1st class	10,700	14	13,000	Captain Fegan	Wei-hai-wei
Albatross	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Albatross	water tank and tug	390	4	390	Comdr. Ernest Barton	Singapore
Albatross	ship	1070	10	1400	Comdr. P. V. Lewis, D.S.O.	Shanghai
Albatross	torpedo boat destroyer	380	6	5700	Captain Hon. Walter G. Stopford	Wei-hai-wei
Albatross	cruiser, 2nd class	1580	12	3200	Reserve	Hongkong
Albatross	battleship, 1st class	12,930	18	13,500	Lieut.-Comdr. F. M. Bisdore	Wei-hai-wei
Albatross	torpedo boat destroyer	275	6	4000	Captain W. B. Faulkner	Shanghai
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. A. Gregory	Wei-hai-wei
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. C. P. Metcalfe	Shanghai
Albatross	torpedo boat destroyer	275	6	4000	Captain Francis G. Kirby	Wei-hai-wei
Albatross	cruiser, 1st class	14,100	18	31,592	Lt.-Comdr. F. B. Noble	Yankee
Albatross	river gunboat	180	2	800	Captain T. G. Greet	Wei-hai-wei
Albatross	battleship, 1st class	12,850	18	13,500	Reserve	Shanghai
Albatross	torpedo boat destroyer	350	6	4000	Commander John Nicholas	Chongchul
Albatross	ship	1070	10	1400	Comdr. C. E. Moun	Lebanon
Albatross	surveying-vessel	835	6	650	Com. D. St. A. Wake	Shanghai
Albatross	ship	984	10	1400	Lt.-Com. R. E. Vaughan	West River
Albatross	river gunboat	83	2	240	Comdr. Vivian	Manila
Albatross	ship	380	6	5700	Lt.-Com. H. T. Atay	West River
Albatross	river gunboat	81	2	240	Capt. C. H. H. Moore	Shanghai
Albatross	cruiser, 2nd class	3604	8	9500	Lt.-Comdr. Davidson	Wei-hai-wei
Albatross	river gunboat	35	2	350	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	250	6	6500	Commodore Dielen	Yankee
Albatross	surveying ship	460	6	150	Lt.-Comdr. K. V. Dugmore	Shanghai
Albatross	river gunboat	180	2	800	Capt. J. A. O. Wilkinson	Yankee
Albatross	cruiser, 2nd class	3400	8	9000	Lieut.-Comdr. R. H. Keate	Hongkong
Albatross	coat defence gunboat	383	3	200	Capt. Leslie Stuart, C.M.G.	Shanghai
Albatross	battleship, 1st class	12,850	18	13,500	Comdr. S. St. John Farquhar	Hongkong
Albatross	ship	380	6	6300	Reserve	Wei-hai-wei
Albatross	torpedo boat destroyer	320	6	450	Comdr. Ernest C. Hardy	Hongkong
Albatross	surveying ship	380	6	5940	In Reserve	Upper Yangtze
Albatross	torpedo boat destroyer	380	6	5940	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Albatross	river gunboat	150	2	500	Lieut.-Com. Wasen	Upper Yangtze
Albatross	river gunboat	150	2	500		Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	28	8000	Captain Mirti	Shanghai
Acheron	French armoured gunboat	1798	10	1700	Comdr. Laferriere	Salgon
Albatross	French gunboat	400	7	400	Lieut. A. Varney	Salgon
Argus	French gunboat	476	8	500	Lieut. Orespin	Canton
Aspic	French gunboat	476	8	500	Lieut. Journe	Salgon
Avalanche	French gunboat	140	5	150	—	Haiphong
Bangui	French gunboat	580	6	400	—	Salgon
Bugard	French cruiser	3740	29	9000	Capt. Lefevre	Salgon
Congo-tete	French gunboat	140	5	150	—	Haiphong
Chateaufort	French cruiser	8918	18	17,000	Captain V. Poidoux	Woonung
Comete	French gunboat	625	4	433	Commander Londe	Haiphong
Decidue	French gunboat	690	10	900	Commander L'Est	Salgon
D'Assas	French cruiser	4000	31	9500	—	Salgon
Estee	French gunboat	—	—	—	—	Haiphong
Freunde	French destroyer	350	7	303	Lieut. Jehenne	Hongkong
Guydon	French cruiser	9378	36	20,200	—	Shanghai
Henri Riviere	French gunboat	—	—	—	—	Haiphong
Javeline	French destroyer	307	7	510	Lieut.-Comdr. Beussant	Hongkong
Kersaint	French gunboat	1250	6	2300	Commander Le Gollor	Shanghai
Montcalm	French gunboat	9700	12	19,600	Captala Cro	Hongkong
Oly	French gunboat	—	—	—	Capt. Hourst	Yan-tze
Pascal	French cruiser	4015	27	8500	Comdr. Sennes	Hongay
Redoutable	French cruiser	9437	8	6071	—	Salgon
Sully	French cruiser	1796	10	1700	Capt. Vincent	Salgon
Surprise	French gunboat	9355	—	20,000	Captain Guibertean	Shanghai
Takings	French gunboat	929	2	900	Lieut. Holgue	Shanghai
Vauban	French gunboat	6150	23	4590	Captain Blondel	Yan-tze
Vigilante	French gunboat	123	7	500	Lieut. Carol	Along Bay Canton
Bussard	German cruiser	1857	15	2300	Capt. Huss	—
First Bismarck	German flag ship	11,000	36	14,000	Comdr. Prowe	Woonung
Geier	German cruiser	1776	15	2300	Comdr. von Staudits	Shanghai
Hansa	German cruiser	34	10,000		Capt. Weber	Hongkong
Hertha	German cruiser	8500	37	10,000	Capt. Baron Schlimmeisen	Kiut-ehon
Ilse	German gunboat	1000	10	1300	Comdr. Baron von M. Hülse	Nanking
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Lochs	German gunboat	850	10	1344	Comdr. Kroenke	Shanghai
Möwe	German gunboat	1009	8	875	Comdr. von Grumbkow	Manila
Saeedler	German cruiser	1640	15	2890	Comdr. Persius	Shanghai
Thetis	German cruiser	2691	24	8 00	Captain Voit	Shanghai
Tiger	German gunboat	900	10	1340	Comdr. Detwiling	—
Tingtau	German gunboat	170	6	13 0	Comdr. Giebor	Canton
Vorwarts	German gunboat	—	3	540	Lieut. Scharf	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Borea Ricci	—
Marco Polo	Italian cruiser	3800	—	—	Captain Presbitore	Shanghai
Puglia	Italian cruiser	2408	29	7000	Capt. Pescetto	Shanghai
Adamastor	Portuguese cruiser.	1990	14	4000	Captain d'Armas Ribeiro	Shanghai
Dia	Portuguese gunboat	729	—	—	Capt. Corrinho	Macao
Vasco da Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vaso de Carvalho	Shanghai
Alcott	Russian gunboat	810	6	730	Comdr. Guin'te	Vladivostok
Amur	Russian cruiser	2600	5	4700	Comdr. Gramaticheloff	Port Arthur
Askold	Russian cruiser	6000	27	24,000	Capt. Reitzenselstein	Shanghai
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Belore	Russian gunboat	1050	8	1150	Comdr. Erjeekowitz	—
Bogatyr	Russian cruiser	2640	12	15,500	—	—
Diana	Russian cruiser	6731	6	8000	—	Salgon
Dzhigit	Russian gunboat	1456	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yordief	Port Arthur
Jermolachy	Russian gunboat	1490	6	2000	Comdr. Zagarsky	—
Gromobol	Russian gunboat	12,384	44	14,500	Captain Jessen	Vladivostok
Gullak	Russian gunboat	1000	6	1000	Comdr. Shumof	Shanghai
Guilak	Russian gunboat	1224	7	1490	Commander Onawa	Shanghai
Majour	Russian gunboat	3000	6	17,000	—	Shanghai
Norik	Russian cruiser	1490	6	3000	Comdr. Vasilief	Port Arthur
Otrajny	Russian battleship	12,674	15	14,500	Captain Korolief	Damaged
Perevief	Russian battleship	10,960	16	10,600	Captain Jakovief	Port Arthur
Petrovavlovsk	Russian battleship	10,960	15	14,500	Capt. Zetazerdief	Port Arthur
Pobeda	Russian battleship	10,960	16	10,600	Captain Osorof	Port Arthur
Pylyata	Russian cruiser	1324	10	1738	Comdr. Liven	Port Arthur
Rashchales	Russian battleship	12,902	16	16,000	—	Port Arthur
Razian	Russian battleship	12,203	38	7,000	Capt. Sapelnichipof	Port Arthur
Rossia	Russian protected cruiser	13,923	26	13,250	Capt. Matsenief	Vladivostok
Rurik	Russian protected cruiser	10,960	16	10,600	Captain Serchennikof	Port Arthur
Savastopol	Russian battleship	950	2	1125	Comdr. Ivanof	Port Arnan
Silach	Russian gunboat	500	9	3300	Comdr. Zagoratsky-Klief	Port Arnan
Vesdnik	Russian gunboat	1280	15	1194	Comdr. Abramof	Port Arnan
Zhabyaka	Russian cruiser	—	—	—	—	—
Albany	U. S. cruiser.	3769	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	13	1200	Capt. Belcher	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Hongkong
Barry	U. S. torpedo-boat destroyer	420	7	8 00	Lieut. Irwin	Canton
Callao	U. S. gunboat	2 8	10	600	Lieut. Dismaier	Hongkong
Chamney	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Joseop	Shanghai
Cincinnati	U. S. cruiser	3213	19	7000	Comdr. Hugo Osterhous	Hongkong
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Hongkong
Elcano	U. S. gunboat	1328	8	1000	Lieut. W. Knax	Shanghai
Helena	U. S. gunboat	3990	6	3000	Comdr. J. Hood	Canton
Monadnock	U. S. monitor	4084	4	5244	Comdr. P. E. Sawyer	Shanghai
Monterey	U. S. monitor	3427	20	7500	Captain Mahan	Cavite
New Orleans	U. S. cruiser	10,288	45	11,111	Comdr. J. B. Milhen	Shanghai
Panama	U. S. gunboat	2 1	8	230	Commander G. B. Harber	Shanghai
Pearl Harbor	U. S. gunboat	201	3	350	Captain Burwell	Cavite
Rainbow	U. S. cruiser	4000	14	44	Ensign J. B. Bess	Cavite
Raleigh	U. S. cruiser	3213	18	7500	Capt. Penn	Manila
San Francisco	U. S. cruiser	4088	37	9913	Capt. J. B. Collins	Shanghai
Vicksburg	U. S. cruiser	1000	13	1118	Comdr. Marshall	Manila
Wallops	U. S. gunboat	317	3	5 40	Captain Verr	Shanghai
Wilkes	U. S. gunboat	1397	8	1894	Comdr. Marshall	Shanghai
Wilmington	U. S. gunboat	12,000	60	12,000	Lieut H. A. Wiley	Manila
Wisconsin	U. S. flag ship	—	—	—	Commander A. W. Dodd	Shanghai

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DRAWING-ROOM,
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A Whisky that is perfect with 'TAN-
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MEMOS. FOR TO-MORROW.

Meeting.
Union Meeting of Union Insurance So-
ciety of Canton, Ltd., at Head Office.

Auction.
3.30 p.m.—Auction of Japanese Carries,
Ac., at Mr. V. I. Romadine Sales
Rooms.

Miscellaneous.
Goods per Tylidyp undelivered after
this date will be landed.

Amusements.
9 p.m.—Performance at City Hall.

General Memoranda.

Monday, October 19.—
Union Meeting of Shareholders of Can-
ton Insurance Ltd., at Messrs Jardine
Matheson & Company's Office.
Goods per Mangan undelivered after 4 p.m.
on this date subject to rent.

Tuesday, October 20.—
2.30 p.m.—Auction of Autumn & Winter
Suit Lengths & Coatings, Ac., at
Mr. Geo. P. Lamont's Sales Rooms.

Wednesday, October 21.—
9 a.m.—Military Gun Practice.



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Specially selected. Of
Great Age. Thoroughly
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A. S. WATSON & Co., Limited,

BIRTH.
On October 18, the wife of J. R. CAPELL,
of a Daughter.

NOTICE TO CORRESPONDENTS.

All business communications for this
office should be addressed to THE MANA-
GER.
Communications intended for publication
should be addressed to THE EDITOR, and
not to any person by name.
We cannot undertake to return rejected
communications.
Any communication not accompanied
by the signature of the writer will be
rejected without consideration.
All communications must be legibly
written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, WEDNESDAY, OCTOBER 19, 1904.

THE CANTONESE AND THE
RAILWAY.

Some friction appears to have arisen
in Canton between foreigners and the
Chinese respecting the right of control
of the Canton Hankow railway. Though
the man in the street is not cognisant
of the ground of the dispute, nor can
he affirm with confidence, which side,
if any, is specially blame-worthy, yet he
may, from certain rumours, and, more
especially, from the tone of the native
press, infer that something has trans-
pired. During the last few days the
telegraph has, we hear, been in constant
requisition: appeals have been sent to
the Viceroy of the Two Kwang, to
Chang Chih Tung, and also to the
Foreign Office at Peking, and replies
and instructions have been received
from each of these authorities. They,
and also Shing of Shanghai, unite in
affirming that stringent measures must
be taken to retain the right of full con-
trol of the railway in the hands of the
Chinese. Not only are the officials
bestirring themselves, but the local
gentry, the merchants, and even the
shopkeepers are agitating to the same
end. It would appear that recently
two large meetings have been held in
Canton, and that they have been well
attended. One was held in the Ming
Shin Tong, and was confined to the
gentry and the merchants. A second
was held in a hall connected with the
Temple of Longevity, which was open
to the members of the community
generally, and from the reports in the
local papers was very stormy. After
two hours of debate it was adjourned
to the Ming Shin Tong. At two o'clock,
the adjourned meeting recommenced,
and there was present one Mr. To, a
Hunan man. The old Hunan hatred
of the foreigner appeared to be latent
in him, and it burst forth with exceed-
ing bitterness and virulence. In the
course of the debate, or rather of his
harangue, he asserted that an absolute
control of the railway was what the
foreigner wanted, and thereby he would
secure a lien on the land over which
the railway was being built, and that
he was backed up in this claim by the
great power of his respective govern-
ments. Therefore, To continued, 'the
right of control of the line is a matter
of life and death to us. We must not
wait to consider the present conse-
quences to ourselves, but with might
and main we must get back this right
of control at all costs.' It is said that
after this speech there was a tumult
and uproar 'like the noise of the waves
of the sea in a great storm,' and the
babel was all the more confusing, be-
cause Mr. To, being a Hunan man, was
only partially intelligible to the general
audience. Some of the passages indeed
were only intelligible after they had
been translated into the local vernac-
ular by a local scholar. If we take
some percentage off this graphic and
somewhat partial description, it is evi-
dent that something has happened
which has moved the intelligent and
thoughtful part of the Canton commu-
nity, both official and non-official alike,
and that this something is very distaste-
ful to them, and that they fear greatly
the consequences of the present condi-
tion of things. We are not, moreover,
altogether without some appreciation
and even sympathy with the Chinese
in their present difficulty. We can at
any rate understand their apprehension.
The best informed of them know well
enough that every mile of line, that
foreigners lay in Kwangtung with
foreign funds is, so to speak, another
stockade raised against the end the
Chinese have in view, which is the abso-
lute control of their own country, with-
out let or hindrance from the out-
sider. On the other hand it must be
evident to them, and perhaps

the suspicion that it is so, makes their
words so bitter, that this goal towards
which they are thus pressing, with so
much clamour, is really receding from
them. That railways have come to
stay is certain. That they are ap-
preciated by the Chinese is evident.
That they will be patronised more and
more may be confidently affirmed.
What then? Are the Chinese competent
to finance, to construct, and to control
this great undertaking? We doubt it.
Indeed we might go a step further and
tell them that they are quite incom-
petent. The mind and purse of fore-
igners must be laid under contribution
if the work is to be completed. What
then? We are 'surely warranted' in
pointing out another side of this ques-
tion. Every lakh of dollars that fore-
igners invest will be an added guarantee
for the peace of the Province. If the
officials refrain from agitating, and
throw themselves on the side of progress,
this very railway, though more or less
controlled by foreigners, will be found
to be not a curse, but a blessing to the
Province, for it will tend to increase
trade, to bring people into communica-
tion with each other, and so lessen the
chances of internecine strife and con-
fusion.

LOCAL AND COAST NEWS.

An interesting article on the re-open-
ing of the Provincial College at Kiuilin will
be found on pages 2 and 3 of this issue.

For the week ended October 17th, 362
rats were caught in the City and Kowloon.
Four from each place were found to be
suffering from plague.

Sir a side Football.

Yet another win has to be credited to
Gray's team, for they defeated Boyd's
half-a-dozen by one goal to nil yesterday.
Rutherford and Auer's team played a
draw.

The French Mail.

The local agent of the Messageries
Maritimes Company informs us that the
Marseilles strike being over, the Messa-
geries have resumed their regular sailings.
The s.s. *Tourene* left Marseilles for China
and Japan on the 16th inst. and the s.s.
Tonkin will follow on the 30th.

The Yellow Dragon.

The October number of the Queen's
College Magazine is well up to the standard
of its predecessors. It contains interesting
reading matter, notably an account of a trip
overland from Hanoi to Canton by Mr. R.
E. O. Bird. There were 1,111 boys on the
School roll for September, so that the
Yellow Dragon should have a large circula-
tion.

A Question of Procedure.

A letter was read at yesterday's meet-
ing of the Sanitary Board from Mr. Rum-
jahn regarding the present method of bring-
ing about the abatement of nuisances aris-
ing from defective and choked drains.
The letter suggested that a change in the
present procedure was necessary, in order
that the occupier might be required to
abate the nuisance. A good deal of time
and trouble was at present necessary before
a notice could be served on the owner of
premises where a nuisance existed and
days often elapsed before a trivial choking
of a down pipe could be remedied. Dr. At-
kinson said that at times it was impossible
to find out who was responsible for a nu-
isance and the only thing left for inspectors
to do was to go to the owner.

Obtaining Money by False Pretences.

Some members of the Chinese com-
munity do not appear to lose any opportu-
nity of making money by trading on the
ignorance or credulity of their fellow
countrymen. In West Point a man, who
has been arrested by the police, has been
making a quite a decent income by
representing that he was authorised by the
Sanitary Board to carry out linewashing.
His custom was to go to a Chinese house
and state that he had been sent by the
Board to linewash their house at their
expense. The cost, he said, would be
about \$3 and he would call round on the
following day and do the work. He as a
rule called round punctually and after
linewashing a little round about the
windows would declare that the Board's
requirements had been complied with, and
then present a bill, which in several in-
stances was paid. This fraud was found to
have been perpetrated on several people to
the one bucket of linewash serving to do all
the linewashing necessary in half a dozen
houses. He was sentenced, at the Magis-
trate's day, to two months' imprisonment
on three separate charges, sentences to be
cumulative.

RHEUMATISM is a stubborn disease to
fight but Chamberlain's Pain Balm
has cured it many times and will do so when-
ever opportunity offers. This remedy is a
generally family liniment and not only does
it quickly relieve rheumatic pains but it
also cures lame back, stiff neck, soreness
of the muscles and stiffness of the joints. It
is antiseptic and when applied to cuts,
bruises, burns, and scalds, heals such wounds
without maturation and in less time than
by any other treatment, and, unless the in-
jury is very severe, will leave a scar.
For sale by All Dealers; WATKINS & Co.,
Ltd., General Agents.

LOCAL AND COAST NEWS.

Union Church Literary Club.

A debate on 'Conscription' is to take
place to-morrow evening at 9 p.m. at the
Union Church, when the following gentle-
men will speak from their respective points
of view:—Naval, Eng. Lieut. A. R. Grant,
R.N.; Military, Mr. S. T. Wenborn, R.E.;
Volunteer, Mr. H. O. Bell; Civil, uncertain,
Lieut. Souter being unable to be present.

Rugby Football.

A second Rugby Football match will
be played to-morrow afternoon at Happy
Valley—Kick off at 4.45—between teams
representing the Peak and City. The
Peak will play in white and the City in
Club colours.
The teams are as follows:—
Peak—Crofton, full-back; Dixon, Lang
and two others, three-quarters; Clark and
Fletcher, halves; Sandford (capt.), Boyd,
Strover, Murray, Chesney, Rogers, Cum-
mings, Davidson, Dutton and Steen, for-
wards.
City—Bouchier, full-back; Maddaford,
Bateman, Leckie and Sclanders, three-
quarters; Kempthorne and Jordan, halves;
Chard (capt.), Rowley, Halifax, Goldring,
Macdonald, Hanson, Duncan, Davis and
Biden, forwards.

'The Belle of New York.'

When the curtain rose last night at
the Theatre Royal, welcoming the second
appearance of the Lilliputians in 'The
Belle of New York,' the house was com-
fortably filled, and judging from the hearty
laughter which emanated from all parts of
the house, the audience must have derived
a considerable amount of enjoyment watch-
ing the child-actors singing and dancing.
The principals sustained their parts to
perfection, while the smaller parts were all
creditably performed. We must not allow
this occasion to pass without congratulating
those responsible for the scenic effects in-
troduced in 'The Belle of New York,'
especially the seaside scene in the latter
part of the last act. This, together with
the beautiful costumes worn throughout
the piece, enhanced the production which
we had the pleasure of seeing last night.
To-night the 'Geisha' will be the at-
traction.

A Warning to Europeans.

A case which Mr. H. H. J. Gompertz
declared should act as a warning to all Eu-
ropeans who have charge of Chinese work-
men came up at the Magistracy this morning.
It was one in which a European and a Chi-
nese, both employed by the Dock company,
proceeded against each other by cross sum-
mons for assault. It was shown in evi-
dence that the Chinese complainant was in
charge of a launch and had to take some
workmen to the steamer *Sikh*, and then
take a further batch of boilermakers on to
another steamer. After putting the first
lot of men, together with the European, on
board of the *Sikh*, the complainant steamed
off to the other steamer and on returning to
the *Sikh* the European grumbled at him
for having gone away without his orders,
and, according to the Chinaman, struck him
and nearly knocked him into the water.
The complainant in the second case stated
that when he spoke to the Chinaman he
answered him in an insolent manner and
provoked the assault. Mr. Gompertz said
it was clear that the European had com-
mitted an assault and he hoped the case would
act as a warning to Europeans who had
charge of Chinese. The European was
fined \$10.

A Sampan Run Down.

A collision occurred in the harbour
last night between a junk and a steam
launch which might easily have resulted in
loss of life. It seems that about 6.30 last
evening a young man who was about to
proceed to Shanghai by the *Keong Sang*,
hired a sampan to convey himself and his
luggage aboard. After seeing the luggage
safely on board of the steamer he started
to come back to the shore, accompanied by
the Chief Officer of the ship, in the same
sampan. While making for the shore the
sampan was sailing close up to the wind
when they noticed a steam launch coming
along apparently trying to cross the sam-
pan's bows. The sampan being a sailing
vessel held on her course, expecting the
launch to get out of the way. The launch,
however, kept on her course until quite
close to the sampan and then suddenly
shifted her helm with the result that she
made straight for the smaller boat. The
sampan-man seeing that a collision was
inevitable brought his boat right
round into the wind but before she
could get out of the way the launch struck
her in the bow and turned her over. The
occupants of the boat, besides the two
Europeans, were a man, a woman, and two
small children, all of whom were thrown into
the water, but managed to swim back to the
upturned boat and cling on to it until they
were picked up by the launch, which had
by this time returned to the rescue. The
Europeans on board the launch tried to
ascertain her name but were unable to do
so but succeeded in carrying off two of her
life buoys from which it is believed that
she was the *Yut Sam*. The passenger lost
a pocket book containing his ticket and
\$30 in money.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
[SUPPLIED BY REUTER VIA HONGKONG.]
Received on October 18 at 8.41 p.m.

THE RUSSO-JAPANESE WAR.

WHEN SHALL THE END BE?

NOT FOR JAPAN TO JUDGE.

Interview With Viscount
Hayashi.
LONDON, October 18.

Viscount Tadashi Hayashi, Japanese
Minister in London, has been in-
terviewed by a Reuter's repre-
sentative.

'It was not for Japan,' said Viscount
Hayashi, 'to judge if the time had
come to discuss the question of peace;
that rested entirely with the Tsar of
Russia.'

THE APPROACH OF WINTER.

NEED NOT STOP THE
FIGHTING.

The Advance on Harbin.
LONDON, October 18.

Viscount Hayashi is of opinion that
there is nothing to prevent continuous
fighting throughout the winter. The
next point of real importance in the
advance of the Japanese is the taking
of Tieling, after which nothing can
prevent the Japanese marching on
Harbin.

[JAPANESE OFFICIAL TELEGRAMS.]

JAPANESE COLUMN
SURROUNDED.

Desperate Fight for Liberty.

Tokio, October 18, 3.15 p.m.

One column under Brigadier General
Yamada proceeded, on the 16th inst., to
reinforce a detachment of our Left
Army in attacking the enemy north of
Shahopau. The enemy was defeated
near Weebialontzu; two guns and two
ammunition waggons being captured.

After repelling the enemy again at
Santakautze the column proceeded to
return to its original position, when it
was suddenly enveloped at 7 p.m. by
about one division of the enemy.

After a fierce hand-to-hand fight it
succeeded in breaking through the
enemy and regained the original posi-
tion. Meanwhile our artillery having
lost most of its horses and men was
compelled to abandon nine yaho and
five sampos (sic). The enemy was re-
forced in front of our Central Army.

Our casualties on Sunday were about
a thousand.FIERCE ASSAULTS ON THE
JAPANESE LEFT.

Russians Repulsed.

Tokio, October 18, 3.40 p.m.

Marshal Oyama reports that on Mon-
day night the enemy twice made fierce
assaults in front of the right column of
our Left Army, and some smaller as-
saults in the direction of the central and
Right Armies. We repulsed them all.
The enemy retreated leaving many
dead bodies on the field.

[REUTER'S SERVICE.]

A Wedge Into the Russians.

LONDON, October 17.

Reuter's correspondent with the Russian
western army wired on the 15th instant,
that six days' fighting, exceeding in ferocity
that at Liaoyang, had resulted in the
continued retirement of the Russians.

The Japanese were now driving a wedge
into the Russian centre.
The terrific bombardment had caused a
heavy storm of rain and hail and the battle-
field had become an impassable morass in
which both armies were stuck.

Winter Clothing.

Japan is placing large orders for army
winter clothing with South Scotland
manufacturers.

The Baltic Fleet.

The Baltic Fleet sailed yesterday from
three steamers in the Great Belt.

A Russian Success.

General Sakharoff reports that the Rus-
sians, after desperate fighting yesterday,
drove the Japanese from a hill on the
southern bank of the Shaho, capturing 12
guns.

Port Arthur's Peril.

The Kobe *Shimbun* has received a tele-
phone message from Tokio to the effect
that General Stoessel has reported to the
Czar as follows:—Communication between
Port Arthur and the other Russian forces
has long been cut off. According to our
expectations, the Baltic Squadron must be
on its way to relieve us, but we have seen
nothing of it as yet. Doing my best, I
cannot hold out longer than the end of
October.

From the Front.

A number of 1,400 arrived on the night
of October 3rd at Ujina by the *Tsura Maru*
and *Choyang* from the front. The follow-
ing day, seventy-seven officers and five hun-
dred men wounded at Liaoyang and thirty-
four Russians were brought to Moji by the
Aki Maru, while forty-one Russians arrived
on October 6th at Ujina by the *Hijoe*
Maru. They were removed to Matsuyama.
Thirty eight were wounded.

Russians Still in Korea.

On October 5, at 11.30 a.m., Japanese
scouts found five or six Russian Cavalry
near Hamkwan, North-east Korea, about
six miles west of Hamkwan, and fired upon them
for a short time. The enemy retired west-
ward, but the scouts did not pursue them,
owing to the bad state of the roads. About
3,000 Russians are reported to have arrived
at Kogon on the 2nd inst. In consequence
of their arrival, the Koreans at Hamkwan
began to leave the town, and about five
hundred have already quitted the town.

[REUTER'S SERVICE.]

OBITUARY.

LONDON, October 17.
The death is announced of Princess Astu-
ria, the Heiress Presumptive to the Spanish
throne, in childbirth.

HISTORY OF THE LILLIPU-
TIANS.

After a Quarter of a Century.

Smooth out the folded faded manuscript
of the past—search back for a quarter of a
century, and there, far away south, in
sleepy Launceston, Tasmania, we find Pol-
lard's Juvenile Opera Company giving its
initial performance of *Pinfors*. Thus, in
Tasmania, in 1878 was born the Lilliputian
Opera Company which opened in the City
Hall of October 17. Not that the per-
sonnel of the company is the same now as
then. Time has wrought many changes—
child has come and child has gone—and it
was ten years after a small company of
boys and girls, with gaudy wardrobe and
pretty scenery, took boat for New Zealand,
that the oldest of the present Lilliputians
opened her baby eyes under an admiring
mother's gaze. Yet since its inception the
Company has toured almost the whole
world, its founder has long since 'crossed
the bar,' and one of the little chaps, who
gleefully prattled his part in *Pinfors* a
generation ago, now controls the delicately
adjusted machinery of this wonderful enter-
prise. It was the subtle skill of reminis-
cence that turned the long forgotten key
and swung open the doorway of the past.

Mr. C. A. Pollard, manager of the pre-
sent company, and son of the original
founder, gave us a call. 'You want to
know something about our history?' he said
slowly and musingly. 'Yes, I will tell you.
My father having opened with a juvenile
company in Tasmania, saw success ahead,
and spent some twelve months in New
Zealand. Most companies have their hard
initial struggles, but our success of public
approval rested from the very first. We
toured Australia in the early eighties and
left for India in 1883. We attended the
Calcutta Exhibition, and from there made a
successful trip to the Straits Settlements and
Burmah. The years 1884 to 1886 saw us in
Australia again, but the children had
grown somewhat in the meantime, and the
character of the performances had under-
gone a change. In 1886 I determined to
reorganise the company on the old lines
and to make a feature of the juvenility of
the performers, and having done so we
made straight for Calcutta, where the
Lilliputian Opera Company met with a
reception which must have warmed the
hearts of the little ones. From that time
on the character of our company has been
unchanged. After playing in Shanghai,
Hongkong, and Japan, we went to Calcutta
again in 1897. Colombo and Mauritius
were then visited and in the following year
we gave our initial performance in Madras.
The experiences of the company while
in South Africa border on the romantic.
Just when war was expected to break out
in Kimberley, and his company were in
Kimberley. He decided to quit, and acting
with decision he sent on his Lilliputians
to Queenstown. On the next day he was
to follow with the wardrobe and scenery,
but the stern implacable decree of war,
which is unmoved by the mother's entreaty
or the widow's tears, came but little for
the protest of a theatrical manager. The
company crossed the Modder River bridge
a few hours before it was blown to pieces,
and the declaration of war found the
Lilliputian Opera Company with a man-
ager and the manager—with wardrobe
and scenery—at Kimberley, minus a com-
pany. One of Mr. Pollard's assistants took
charge of the children, and at great expense
purchased new wardrobes and had fresh
scenery painted. This work was done so
quickly that in a fortnight the company
was performing nightly at Queenstown.
For some time they travelled through the
larger towns, and having performed in
Capetown, the company left for Australia
in February, 1900.

All this time the present manager was in
Kimberley. He strove by every possible
means to join his company, but was unable
to do so, until at last, nearly five months
after the destruction of the Modder bridge,
he made his way to Capetown, only to find
that his company had left for Australia. 'I
at once joined the company,' observed Mr.
Pollard, 'and after touring Australia we
visited Java, Straits Settlements, Hongkong
and Manila. From advice received I
decided to tour America and we played in
the United States and Canada from Novem-
ber 1901 until late in 1903. Last April saw
us once more on Australian shores, and
since then we have been organising in
Melbourne for our present performances.
Then we toured through Queensland on our
way to the East, and now we are here.'

WEATHER REPORT.

The following notice is issued by the
Hongkong Observatory:—

On the 19th at 11.15 a.m. The barom-
eter has risen over the Pacific, and the
eastward of Formosa, and fallen at all other
stations, but more particularly in the north
of Japan and in the Yangtze valley.
The depression referred to yesterday is
entering the Yellow Sea to the northward
of Shanghai, moving towards the NE.
Another and deeper depression is passing
over Hokkaido.
Ordnance are sight on the China Coast,
and light variable winds may be expected
in the Formosa Channel and light E. winds
in the northern part of the China Sea.
Forecast:—Light E. winds, cloudy, fair.

WEDNESDAY, OCTOBER 19, 1904.

CRICKET.

Interpret Practice.

On Saturday next at the Hongkong Cricket Ground a team of eleven players, under the captaincy of R. Hancock, will meet a team of sixteen under F. Maitland. The sixteen men will bat first, and play commencing at 11.30 a.m. sharp (if the players are there in time). The teams are:—

R. Hancock; P. M. Heath (110 M.); H. Hancock; J. T. Dixon; Walter Dixon; J. O. Atry (114 M.); T. S. Smith; A. G. Ward; T. E. Pearce; Major Chichester; and Col. Moore.

F. Maitland; C. M. G. Burro; C. H. Mackay; A. Mackenzie; J. R. Gillington; A. R. Lowe; W. W. G. Ross; W. Daniel; H. G. Butler; R. E. G. Bird; E. Mast; Dr. Forsyth; H. D. C. Bailey; Capt. Harris; R. N. Eng. Lt. de Paris, R. N.; and F. T. Horsey, R. N.

SUPREME COURT.

IN CRIMINAL SESSION.

(Before His Lordship Sir H. S. Rolleston, Acting Chief Justice.)
Wednesday, October 19.

ALLIED MANSLAUGHTER.

The case in which Thomas Hynes, employed as an overseer at Messrs. Butterfield and Swire's new works at Quarry Bay, was charged with the manslaughter of a coolie at Quarry Bay on September 20 was resumed.

Mr. H. G. Caltrap today prosecuted for the Attorney General; and Mr. H. P. Pollock, K. C., appeared for the defence. The following jury was empanelled:— Messrs. Robert T. Bayle, Herbert S. Brown, William M. Anderson, J. A. Stoyard, J. Andrew, H. Scott, H. T. Richardson.

Mr. Pollock, in addressing the jury for the defence, pointed out the discrepancy which existed in the evidence for the prosecution. He dwelt at considerable length on the evidence of the two men who deposed as to the striking of a blow by the accused on the upper ledge of the dock and the striking of a second blow on the lower ledge. As a rebuttal to that evidence he drew attention to the evidence of Mr. Smith, the latter came up as the evidence was coming from the plank and saw the accused and saw him go away, assisted by one coolie. He was positive that there was no blow struck while the coolie was on the lower ledge, or earth. Again the evidence for the prosecution was that two coolies lifted the injured coolie up, assisted him out of the plank and carried him to the lower ledge. He suggested that statement against that made by Mr. Smith, and declared that the evidence of the coolies was unreliable. They had, he suggested, come into Court with the intention of getting the accused into trouble. Possibly they thought that if they made out a case against the accused, the accused might be hanged. The spirit of exaggeration was also shown in other witnesses for the prosecution; the story that accused had delivered a tremendous blow was unreliable. In dealing with the character of accused Mr. Pollock pointed out the evidence given by Inspector Hudson, who knew the accused intimately in South Africa, spoke of him as the highest terms, and such an act as he was alleged to have committed was foreign to his reputation.

Mr. Caltrap, for the prosecution, said that the fact of Mr. Smith's evidence differing from that of the witnesses for the prosecution did not prove that either he or the coolies were telling deliberate untruths. The probability was that Mr. Smith, who stated that he did not think the affair at all serious, allowed the matter to fade from his mind, while the coolies who followed up every step would naturally have a vivid impression of the occurrence. Had the witnesses for the prosecution prepared a case out of court, yet they were many minor points on which the evidence did not coincide. Three witnesses saw the first blow; they swore the coolie was hit on the left side. Two other witnesses did not see the first blow, but saw the accused strike the coolie on the chest while he was on the lower ledge. The reasonable probability was that two blows were struck.

The Chief Justice explained that if a man were suffering from a disease which might, or was certain to cause his death within a short period, and any person inflicted hurt on him by an unlawful act which hastened his death, it was unlawful for the accused to poke, push or strike a workman to urge him on with his work, and if that poke, push or blow was the cause of the man's death then the accused was guilty of manslaughter. In referring to the evidence as to there being a second blow His Lordship said that this was a case in which no mistake could be made. If Mr. Smith spoke the truth then the coolies had told an untruth, and on the other hand if the coolies had told an untruth, then Mr. Smith had told an untruth. It was possible, and even probable, that the coolie's spleen was not ruptured when he was placed in the ambulance. The ambulance broke down and the coolie was placed in a ricksha. After going about three miles the coolie suddenly cried out and was taken from the ricksha. The ambulance was taken to No. 2 Police Station, but when he returned he found the coolie dead. He put it to the jury that it was possible for the rupture to have taken place when the coolie cried out, and was caused by the jolting of the ricksha. The doctor's evidence showed that it was quite possible for a spleen to be ruptured by the jolting of a ricksha. The jury returned a unanimous verdict of not guilty and accused was discharged.

At 7 o'clock on the evening of the 6th instant a succession of tidal waves was experienced on the shore of Kowloon province in Hokkaido. Japan. One hundred houses and three warehouses were flooded and about ten lighters and fishing boats were damaged. The coast was washed away for an extent of 1,800 feet, and one man was injured.

IT IS DANGEROUS to neglect a cold. Pneumonia is one of the most dangerous and fatal diseases. It always results from a cold. Chamberlain's Cough Remedy will quickly cure a cold and prevent an attack of pneumonia. It is in fact the best remedy for all ailments and has become famous for its cure over a large part of the civilized world. It counteracts any tendency of a cold toward pneumonia. You can afford to neglect your cold when so reliable a remedy can be had for a trifle. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday next at 3 p.m.

The Hon. Attorney General will move the first reading of a Bill entitled an Ordinance to give effect to Article VIII of the Brussels Sugar Convention, 1902; First reading of a Bill entitled an Ordinance to amend the Imbecile Persons Introduction Ordinance, 1903; First reading of a Bill entitled an Ordinance to enable 'The Trustees of Saint John's Cathedral Church in Hongkong' to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China; and the second reading of the Bill entitled The Chinese Emigration (Amendment) Ordinance, 1904.

A meeting of the Finance Committee will be held immediately after the Council.

THE BEACHCOMBERS AT SEA.

Departure of the 'Kentmere'.

In these days of steam and steamers the sight of a sailing vessel under full sail attracts the attention of all within view, and the opportunity of seeing one of these vessels being got under way is an experience that falls to the lot of very few landmen nowadays.

Yesterday being the date arranged for the departure of the four masted barque 'Kentmere' the Captain, prompted by kindly forethought, invited a few of his friends for a couple of hours on board to see the start and to accompany him as far as Lintin. Arriving on board at an early hour it was found that all was ready for the final word of the skipper to cast loose and while the anchor was being weighed the skipper's wife invited us down to breakfast. Seating places were a distinct class in themselves and we were soon investigating the mysteries of a delicious stew under the name of Harriet Lane and conversation led on to such matters and points as 'backwash', 'Doc's body', 'Dandy', etc., but word having arrived that the first-order to loosen sails had been given a rush was made for the deck and the 'Kentmere' efforts at entertainment for the day were cut unceremoniously short.

On reaching the deck the first greeting we received was 'Shut home the three lower stentorian voices, which sounded alarmingly like, 'Shoot the first three of these Landlubbers.' But our alarm was soon allayed by finding a body of men rushing to various points instead of towards the poop, and we observed a perceptible movement for the good ship had started on her four months' voyage at sea to Baltimore.

A pleasant surprise here awaited us in finding a crew of European sailors in place of the usual Mongolians one is so accustomed to find on all local steamers, and on commencing on this to one of the visitors (well known in nautical circles) it drew from him a tramp in military file, with spirits elated by the tramp, tramp, tramp, the boys are marching, cheer up, comrades, let's be gay, and the visitors marvelled to think that these were the condemned of Hongkong.

'See that man, the fifth in the line,' said my nautical friend, 'that is O'Brien, with his ten police convictions,' and attention was immediately centred on the object of his question, who was putting all his might into his work. 'That man, although at present groggy on his pins, will probably be Birch's best man before the end of the voyage. The man behind him is a sailor, a clever writer but an arrant rogue. Men of letters seldom make good A. B's.'

'Run the fore and mizzen top-sails up, now come the order. 'Aye! Aye!' answered a fine four-line stone type of British seaman, who moved to the second mast, and off rushed the Brigade, this time to the foremast, the cry of 'Glory, Glory Hallelujah.'

'Shut home the able-able-able-able!' came some brightly unintelligible order from the poop, and the Captain's Latin was quickly and mentally translated by these bare-chested sons of gun. 'Hand over hand they went to the world strains of a sailors' chanty in a minor key. There was a wonderful resemblance in all instances whether in Chinese or any other language, and this one brought back memories of good old days, memories of Mississippi Bay, Jacob Faithful and the Modern Tales of Clark Russell. 'Captain Kettle and Jacob's' 'My Captain' was the cry, and the vessel was perceptibly gaining speed. We had many opportunities of watching how Mr. Beachcomber could adapt himself to the necessities of his position, and could Hongkong have seen him up and down the rigging, now hauling, now pulling, now lifting, and working with a seat that put us to shame, for being only idlers looking on, the public would have some difficulty in believing that such sailors were made from the men one has been accustomed to see hanging round the various corners of the Colony and giving such trouble to the police.

Captain Birch has shipped away fifteen of these undesirable, some of whom have been for ten or twelve months parasites on a long suffering public, and Hongkong will probably know those fifteen no more.

On reaching Lintin glasses were charged and success to the voyage was given and farewells said to a tender hearted man, a stern skipper and his fair companion. 'The ship had by this time been howling along at the speed of ten knots, and necessity arose for her to be 'shaken up into the wind' to allow the transfer of her visitors to the launch where the strains of 'Will He No Come Back Again' were driven by Cheong upon 'Cheong from Beachcomber to the fo'ble deck.

Goodbye Captain and Mrs. Birch; you are welcome to your motley crew! Good-bye 'Becky'; you are a horrid social failure, but a first class British Seaman.

Don't Forget.

THE BEST TREATMENT that can be given cuts, bruises, sprains, scalds or like injuries is a free application of Chamberlain's Pain Balm. It allays the pain almost instantly and should always be kept on hand. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

RUNNING THE BLOCKADE AT PORT ARTHUR.

A Hongkong Effort.

A Newchwang telegram to the Ashcroft reports that a foreign steamer which arrived at Newchwang from Hongkong on the 8th inst., when about to leave suddenly for Chefoo, was stopped by the harbour authorities, who suspected that the destination of the vessel was not Chefoo. Upon examination it was found the steamer carried a cargo of provisions, and it was believed that these were intended for Port Arthur.

The Tokyo authorities are in receipt of news that the British steamer 'Sisian' which arrived at Newchwang on the 2nd inst., attempted to leave without discharging any cargo. As a result of an inspection ample reason was found to justify the arrest of the steamer, which was taken in charge by a Japanese war ship on the 7th instant. Both telegrams refer to the same vessel, but there is a discrepancy in the date of arrival at Newchwang. The official news is that the 'Sisian' is owned by Mr. Spitzel, who is, we believe, an American citizen resident in Hongkong, and was recently purchased by that gentleman from Messrs. Barclay & Co. Mr. Spitzel was charged some years ago with running the blockade during the trouble with Aguinaldo in the Philippines, and a vessel belonging to him laden with arms and ammunition was seized by the American authorities. — *Kobe Chronicle*.

A few days ago we published a paragraph about a vessel carrying cattle and stores to Newchwang from Hongkong, with the object of running to Port Arthur. It referred to the 'Sisian'.

CLEANSING THE CITY.

The regular fortnightly meeting of the Sanitary Board was held yesterday afternoon, there being present: Dr. J. M. Atkinson (president), Messrs F. J. Bodeley, A. W. Brown, E. A. Hewett, A. Ramjahn, Dr. Barnett and Mr. Ormro (assistant secretary).

The President announced that in accordance with a minute by the Medical Officer of P. with it was proposed to commence the annual winter cleansing of the city next month. He thought that they were all agreed as to the necessity of this cleansing, both as a sanitary measure, and as a precaution against plague. Last year's operations were commenced in November and finished early in February. During that time 31,226 floors of Chinese tenement houses were cleaned at a cost of \$8122 as against \$81,000 the previous year, when the work was undertaken entirely by the 'Sanitary staff'. Last year's campaign was the first to consider the advisability of the Chinese undertaking the work themselves, under the supervision of the Board's officers, and by that means the work had been carried out very satisfactorily. The cleansing should be carried out this winter on the same lines. Last year a committee was appointed to deal with any complaints that might arise and he thought it should be formed again and suggested the following names: Dr. W. W. Pearce, Mr. E. A. Hewett, Mr. Lau Chu Pak, and Mr. Ping Wah Chuan. It was hoped that this winter the work would only cost about 15% more than last year's, and that the Government for permission to incur the necessary expense.

Mr. E. A. Hewett seconded. He thought that last year the work had been carried out most satisfactorily, a fact which proved the value of co-operation with the Chinese. Without this co-operation it could not be so successful and it would only be graceful to make some acknowledgment to the late Governor of Hongkong, Sir Henry Blake, who had shown what could be done by co-operating with the Chinese.

THE CANTON TRAGEDY.

Finding of the Board of Inquiry.

The following has been forwarded to us by the Board of Enquiry in the Canton murder case:—

CANTON, October 17.

We, the undersigned, Wen Tsung-yao, and Kao Erh-kien, Directors of the Bureau of Foreign Affairs, Shen Chuan-yi, Prefect of Kwang Chow Fu, Fu Yu-mai, Nam Hai Magistrate, and F. D. Cheshire, United States Consul General, Canton, after carefully weighing and considering the testimony adduced at the Court of Enquiry into the cause of death of the third Comrade of the s.s. 'Kansu', on the 26th day of September, 1904, have arrived at the following conclusions:—

1. That the said Comrade came to his death by drowning on the 26th of September, 1904, by being thrown into the creek from the Western bridge of Shamen.

2. That a great deal of the evidence is conflicting and mostly hearsay and we have not considered it of any value owing to its extrinsic weakness and its incompetency to satisfy the Court as to facts.

3. That the most direct and conclusive evidence is that of the soldiers and guards on duty at the bridge who testified that they saw the said Comrade being thrown overboard by sailors in American uniforms. This direct evidence must not be overlooked and the veracity of the witnesses is presumed in the absence of proof to the contrary.

4. That there is no proof of the identity of the actual person, or persons who committed the deed.

5. That in our opinion continued efforts should be made to ascertain if possible the real culprit, who, in the event of their being found, and their guilt established, should be dealt with as provided by the laws of their Country.

6. That in view of the sad circumstances surrounding this case, and the many persons who are presently being held by the Chinese Government, for loss of life of foreigners, American Citizens included, we recommend that steps be taken to properly identify the family of the deceased through representation by the United States Consul General at Canton, to the United States Minister at Peking for the consideration of his Government.

Wen Tsung-yao, Director of the Bureau of Foreign Affairs.
Kao Erh-kien, Director of the Bureau of Foreign Affairs.
Shen Chuan-yi, Prefect of Kwang Chow Fu.
Fu Yu-mai, Nam Hai Magistrate.
F. D. Cheshire, American Consul General.

THE BALTIC FLEET.

Difficulties of Voyage to the Far East.

The news published that the Baltic fleet has been coaling in the great Belt once more raises the question of the probability of the fleet over reaching the Far East. The Berlin correspondent of the *Times* says that the dangers and difficulties with which the Baltic fleet would have to contend in the event of its undertaking the voyage to the Far East were recently discussed in detail by the *Cologne Gazette*, and from the formidable array of practical obstacles with which the project is beset the conclusion is drawn that the prospects of its realisation are slight and the chances of its success wholly unfavourable, inasmuch as the dispersal of the Port Arthur fleet completely altered the naval situation.

The distance from Kronstadt to Vladivostok is estimated at 12,303 marine miles, and there is no precedent for an expedition of the size or kind upon which to base any conjectures as to its probable fate. The minimum duration of the passage may be placed at 70 days at a speed of eight knots, of which it may be assumed that the Russian vessels are capable. Why, however, the repeated delays and stoppages which coaling and the renewal of water and oil to the fleet is supposed to require, the voyage could be accomplished in less than 90 days. The German mail steamers, for example, cover the distance from Bremen to Yokohama, which roughly corresponds to the distance from Kronstadt to Vladivostok, in 53 days at a speed of 14 knots. Apart from the higher rate of speed it must be remembered that the Russian fleet has not to prepare for countless emergencies with which heterogeneous fleet of war-ships would have to contend even in time of peace.

Furthermore, it is extremely doubtful whether the Baltic fleet would choose the shortest route to the Far East via the Suez Canal. If not, the duration of the voyage would be indefinitely prolonged. The Russian organ points out that to select the Suez Canal route would render the Russians dependent upon Great Britain along the whole voyage. The route round the Cape of Good Hope would increase the length of the voyage 22 per cent, and the Russian vessels would be thrown upon the mercy of an enemy slightly less degree than if they passed through the Suez Canal. The third possibility that the Baltic fleet may even elect to sail round Cape Horn, the single advantage that the fleet possesses is that it would be out of the reach of the enemy. Nevertheless, whichever route the Russians ultimately decide upon, it is perfectly certain that they cannot reach their destination before winter has set in. Port Arthur will in all probability be at that time no longer available as a base for the fleet, while Vladivostok will be ice-bound.

The final and most important consideration is the certainty that the dispersal of the Port Arthur fleet will have released a goodly proportion of the Japanese ships from their arduous duties, and will have permitted the movements of the fleet at his disposal and cleared. The time at his disposal before he will without doubt amply suffice to effect the necessary repairs upon his vessels. The Russians, with untried ships and untried men, will therefore, arrive in the Far East to find themselves confronted at the end of a long and exhausting journey by the victorious Japanese, who will have enjoyed the opportunity of renewing their efficiency and their confidence in the interval. The *Cologne* journal is accordingly led to observe:—

'It cannot be assumed that the Russians have not by now renounced their mistaken and the contempt for combination of circumstances which would seem to be promised by the dispersal of the Baltic fleet is consequently not clearly apparent. A Power does not equip an armada and rush headlong into the expenditure on allied by such an undertaking if there is little or no prospect that the enterprise will lead to victory.'

With regard to the coaling problem for the Baltic fleet, the Russian organ recalls Mr. Balfour's statements in the House of Commons as to the amount of English coal exported to Russia during the first six months of the war. The sudden leap from 28,000 tons in March to 126,000 tons in April, and to 405,000 tons in June, is to make some investigations. Mr. Yokota certainly calculated to attract attention. The *Cologne* journal admits that it does not know whether the coal is to be sent to Russia and there transhipped or whether the attempt will be made to 'convey the coal directly from Cardiff', but it is pointed out in the latter event the British Government would forgo the opportunity of replenishing its own supply of coal in the territory of a maritime Power.

The final conclusion, of this detailed inquiry indicates that the only danger which the Baltic fleet will not need to fear during the course of the voyage is an attack by the Japanese on the high seas at any considerable distance from the seat of war.

False Pretences.

A Chinaman, who was only released from gaol a few days ago, was again placed in the dock at the Magistracy this morning, charged with obtaining goods by means of false pretences. The defendant was shown to have presented a forged order for goods at Messrs. Caldwell Macgregor's establishment and was in consequence supplied with two dozen bottles of whiskey. The fraud was soon discovered and the matter put in the hands of the police, with the result that the defendant was arrested and two separate charges preferred against him. A conviction was recorded in each case and the defendant sentenced to six months' imprisonment, with six hours' in the stocks, on each charge, the sentences to be cumulative.

BY WHARF AND WAVE.

Several passenger steamers from the West River arrived in port early this morning but none of them saw anything of the pirates who attacked the *Hoi Hong* and the *Pak Hong* the previous night. Most of the captains were not, however, surprised to hear of the attacks as the place where they took place had for a long time been known to them as a dangerous locality, principally owing to the narrowness of the channel and the ease with which boats of shallow draught could be concealed close to the shore and deliver an attack without exposing themselves to much danger. It appears that although gunboats are frequently stationed in the vicinity of this channel it has never been charted, except on a small scale, and the want of an extended chart is badly felt. The Chinese authorities have been informed of the occurrence and a gun boat is now cruising in the vicinity of the Sai Lam Channel.

Messrs. Vickers, Sons, and Maxim (Limited) launched on Sept. 14, from their naval construction works at Barrow, Furness, a twin-screw torpedo boat, which they have built for the Indian Government, under the direction of Sir E. J. Reed, M.P. The vessel was launched with all the ceremony associated with British Government ships, and was named the *Dufferin* by Mrs. Burle, wife of one of the officials at the India Office. The *Dufferin* at the time of the launch weighed 4,000 tons. With a length over all of 453 feet, a breadth of 62 ft. 6 in., and a depth of 39 feet to the spar deck, she will displace 7,500 tons when loaded to a draft of 19 feet. She is built of steel on the cellular double bottom principle, and has a large number of bulkheads for subdividing the hull. These bulkheads have been fitted with doors operated on the Stone-Lloyd system, whereby the doors throughout the ship may be closed simultaneously from the captain's bridge, or separately from several positions in the ship, or automatically by the water finding its way into a compartment having a door in the bulkhead. The accommodation provided is for 100 officers and their wives and 1,000 European troops. Including the crew, the total is 1,520. There are four complete decks with 1,200 tons of stores, and great care has been paid to ventilation and sanitation, while electric and steam heaters are arranged in all the quarters. The armament of the ship includes eight 4.7 quick-firing guns and eight three-pounders. She is also fitted with a 24-inch Admiralty pattern searchlight projector on the bridge, and a 12-inch gun of 12 knots is to be maintained by two sets of triple expansion engines, capable of developing 9,400 indicated horse-power. The high-pressure cylinder is 30 inches in diameter, intermediate cylinder 47 inches, and the low-pressure cylinder 70 inches, each with a stroke of 45 inches. The auxiliary machinery is of the most complete character, and there are distilleries on board for supplying 35 tons of fresh water per day. There are four double-ended boilers arranged on the heated draught system, and the working pressure of the steam is 180 lb.

— *Overland Mail*.

GENERAL NEWS.

Mr. Ritter Riley, who was here with the Dallas Company last February, died on September 28, from the effects of an injury he received while dancing on the stage at Bombay.

Sir William Ramsay, writing to the *New York Times*, declares that American business men are too slow to take advantage of the recent discoveries of science. Most of them seem ignorant of the latest trend of scientific thought, he declares, and English manufacturers are, in scientific detail, far ahead of the Americans, while Germany shows a clean pair of heels to both.

Koreans and Japanese Collide.

There has been trouble in Korea, says the *Japan Daily Mail*. The scene was at Konjo, whither Mr. Yokota, the Japanese Vice-Consul at Kusan, had been sent to make some investigations. Mr. Yokota and his party were surrounded by 50 or 60 soldiers of the local force, and a policeman and one of the Japanese residents were badly wounded. The explanation given is that the Koreans troops were engaged in grudge against the Japanese forces in connection with a matter of requisitioning, and that they mistook Mr. Yokota for an officer. A party of Japanese soldiers proceeded to the place and restored order, but Mr. Hayashi, the Japanese Representative in Seoul, is said to have demanded that the local force at Konjo be disbanded by way of punishment for this lawless act.

To-day's Advertisements.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Co's Steamship *Maria Valeria*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at the wharf in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings cargo:— From Levant ex s.s. *Urania* transhipped at Port Said.

From Venice ex s.s. *Venus* transhipped at Trieste.

From Trieste ex s.s. *Imperator* transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Office of the Hongkong and Kowloon Wharf and Godown Co., Limited, before Noon, on the 25th of October, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th of October, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WHEELER & Co., Agents.

Hongkong, October 18, 1904. 1883

To-day's Advertisements.

FOR ALL PURPOSES USE ONLY

GROSSWOOD

BRAND OF PAINTS.

VARNISHES AND OILS.

As supplied to the

LEADING NAVIES, SHIPOWNERS AND SHIPBUILDERS.

Manufactured by

Gross Sherwood & Heald,

LIMITED, London.

SOLE AGENTS:—

HARRY WICKING & CO., Hongkong.

Hongkong, January 6, 1904. 20-3

A. S. WATSON & CO., LIMITED.

ISSUE OF 31,000 NEW SHARES OF \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the COMPANY'S OFFICES, Alexandra Buildings, in Exchange for Hongkong and Shanghai Banking Corporation's Receipt.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, October 19, 1904. 1881

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

MONDAY,

the 24th October, 1904, commencing at 2.30 P.M., at his Sales Rooms, DUNDRELL STREET,—

A QUANTITY OF

AUTUMN AND WINTER SUIT LENGTHS & COATINGS,

Comprising:—

TWEEDS, SERGES AND VICUNAS, &c., &c.

Also,

A Quantity GENTS' UNDERWEAR and Hose.

A Lot of DRESSING GOWNS and JACKETS.

And

A Small Lot of LADIES' BOOTS and SHOES.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, October 19, 1904. 1884

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kamsang*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 21st inst., will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, October 19, 1904. 1883

Entertainments.

THEATRE ROYAL.

CITY HALL.

Under the Distinguished Patronage of H.E. Sir MATTHEW NATHAN, K.C.M.G.

POLLARD'S

LILLIPUTIAN

OPERA CO.

TO-NIGHT

(WEDNESDAY), 19th OCTOBER,

TO-MORROW

(THURSDAY), 20th OCTOBER,

'THE GEISHA.'

FRIDAY, 21st OCTOBER,

SATURDAY, 22nd OCTOBER,

GRAND VICE REGAL NIGHT,

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

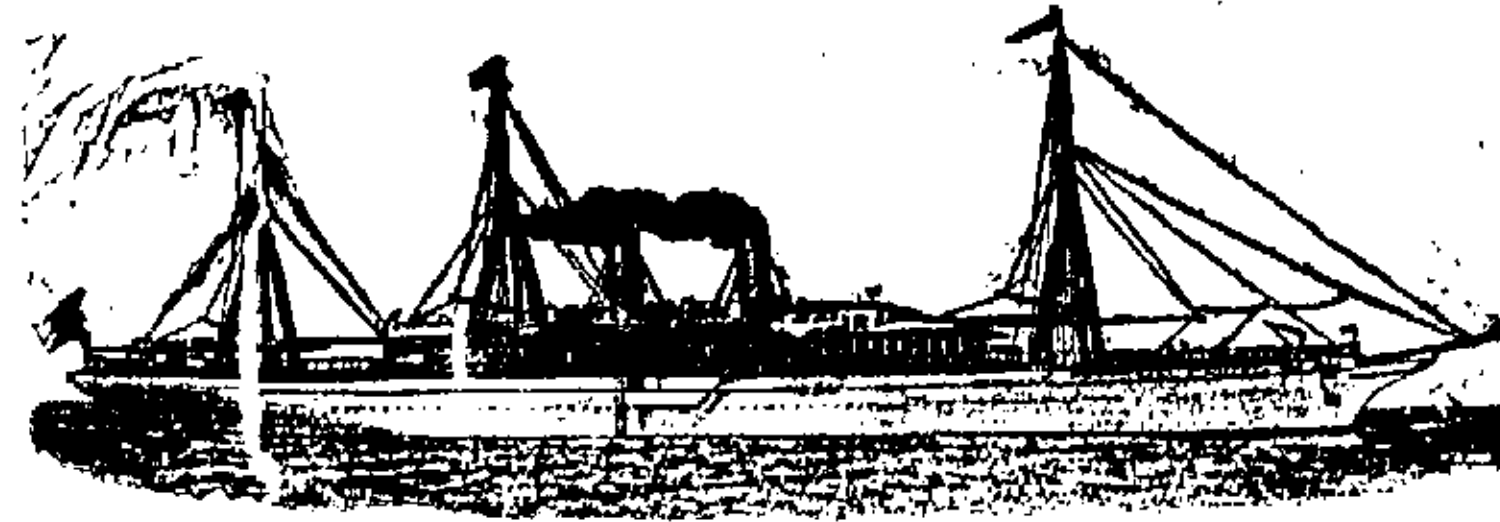
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	Simla	About 21st October	Freight and Passage.
LONDON, &c.	Malla	Neon, 22nd October	See Special Advertisement
LONDON & ANTWERP, VIA S'PORE, PANG, C'HO, AND PORT SAID	Malaya	About 28th October	Freight and Passage.
SHANGHAI, MOJI AND KOBE (passing through the INLAND SEA)	Danot	About 25th October	Freight only.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, October 18, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Empire—1st Class Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.

Sailing 3 to 7 days across the Pacific.

Unopposed Sailings from Hongkong. (Subject to Alteration.)

R.M.S. TARTAR... 4,425 Tons... Wednesday, Nov. 2, 1904

R.M.S. EMPRESS OF INDIA... 6,000 Tons... Wednesday, Nov. 16

R.M.S. EMPRESS OF JAPAN... 6,000 Tons... Wednesday, Dec. 14

R.M.S. ATHLETIC... 3,882 Tons... Wednesday, Dec. 28

R.M.S. EMPRESS OF CHINA... 8,000 Tons... Wednesday, Jan. 11, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

THE magnificent "EMPIRE" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger booked through to principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, apply to Messrs. D. W. CRADDOCK, Acting General Agent, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA: FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, October 14, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMBU, Via SWATOW AND AMOY	FRITHJOF	SUNDAY, 23rd Oct., at Daylight.
FOOCHOW, Via SWATOW AND AMOY	TRIUMPH	WEDNESDAY, Oct. 26, at Daylight.
TAMBU, Via SWATOW AND AMOY	M. STRUYE	SUNDAY, 30th Oct., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, October 17, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.O. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
LYRA	4417	G. V. Williams	About Oct. 29

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTRINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shewan and Tameson have just been fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures spaciousness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, October 14, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	AGAMEMNON	21st October.
GLASGOW AND LIVERPOOL	Pyrrhus	27th October.
GLASGOW AND LIVERPOOL	YANTRIS	29th October.
GLASGOW AND LIVERPOOL	DARDANUS	5th November.
GLASGOW AND LIVERPOOL	NINCHOW	11th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	ACHILLES	20th October.
LONDON, AMSTERDAM & ANTWERP	Pyrrhus	26th October.
LONDON, AMSTERDAM & ANTWERP	MACHAON	8th November.
LONDON, AMSTERDAM & ANTWERP	JASON	22nd November.
* GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	22nd November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via YANTRIS	YANTRIS	1st November.
NAGASAKI, KOBE & YOKOHAMA		

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 17, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	25th October.
CEBU AND ILOILO	KAIPOKU	27th October.
SWATOW, CHEFOO & TIENTSIN	KANSU	27th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE	TAIWAN	27th October.
SHANGHAI	WONGSUNG	28th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, October 19, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. W. Almond	Amoy & Manila	Oct. 23, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Oct. 29, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, October 19, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COURTFIELD	...	J. W. MARTIN.
S.S. CRANLEY	...	W. E. STEELE.
S.S. IKBAL	...	M. ROBERTSON.
S.S. ASCOT	...	O. E. COX.
S.S. TWYEDDALE	...	T. M. MILNE.
S.S. LOTHIAN	...	J. G. WILKINSON.
S.S. INKUM	...	E. S. PEARCE.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 26, 1904.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE.

Captain P. T. HELMS, will be despatched for the above Ports on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, October 19, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAILONG.

Captain MURDOCH, will be despatched for the above Ports on SATURDAY, the 22nd Inst., at 2 p.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, October 18, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship CLYVERBURN.

Captain PARKER, will be despatched for the above Ports on or about SATURDAY, the 22nd October.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, October 18, 1904.

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSANG.

Captain G. S. WHEAT, will be despatched as above on FRIDAY, the 21st Inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, October 17, 1904.



STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain R. A. PETERS, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 22nd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Britannia, 8,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and India for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Mongolia, due in London on the 4th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, October 8, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE AND DIRECT, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZIL, to S'PORE, AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship TRIESTE.

Captain MURDOCH, will be despatched as above on SATURDAY, the 22nd Inst., at 2 p.m.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, October 4, 1904.

STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

THE Steamship KENNEDY.

will be despatched as above on or about SATURDAY, the 12th November, 1904.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, October 13, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS TO SAIL 1904.

ST HUGO About Nov. 25.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, October 19, 1904.

HONGKONG-MACAO LINE.

S. S. "WING CHAI".

CAPTAIN T. A. GUY, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days about 2 P.M., and on Sundays at 6.30 P.M.

FARES.—Week Days—1st Class, including cabin and servant, Single \$3. Return Ticket \$5. 2nd class \$1. 3rd class 50 Cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1. Return \$2. 3rd Class Single 30 Cents, Return 50 Cents, Steerage 10 Cents.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3.00 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket.

Should the Steamer not run on the Monday, owing to the Boiler Cleaning, the notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Ship is lit throughout by Electric Light.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., 2nd Floor, 14, Victoria Street.

Hongkong, October 15, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship THALES.

Captain OZBWA, will be despatched for the above Ports on THURSDAY, the 20th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, October 17, 1904.



STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship MARIA VALERIE.

Captain BERENOVICH, will leave for the

Vessels Adv ised as Loading

... ..

... ..

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Empire (s)	Gibb, Livingston & Co.	Nov. 16, at Noon.
Australian Ports	Taiyuan (s)	Butterfield & Swire ..	October 27.
Amoy and Manila	Rubi (s)	Nhewan, Tomes & Co.	Oct. 22, at 10 a.m.
Cebu & Iloilo	Kalong (s)	Butterfield & Swire ..	October 27.
Genoa, Mars., L'pool	Acchilles (s)	Butterfield & Swire ..	October 20.
Genoa, Mars., L'pool	Agassimon (s)	Butterfield & Swire...	November 22.
Japan via Shanghai	Latlap (s)	Java-China-Japan Lir.	October 21.
Java Ports	Tijpanas (s)	Java-China-Japan Lir.	2nd half of Oct.
Japan via Shanghai	Tijmah (s)	Java-China-Japan Lir.	

L'don, Am'dam, A'op	Pingque (a)	P. & O. S. N. Co.	About Oct. 23.
L'don, Am'dam, A'op	Maohoo (a)	Butterfield & Swire	October 26.
L'don, Am'dam, A'op	Jason (a)	Butterfield & Swire	November 5.
London, &c.	Malta (a)	Butterfield & Swire	November 22.
Manila	Teau (a)	P. & O. S. N. Co.	November 23.
Manila	Zafro (a)	Butterfield & Swire	October 25.
Manila	Loongsang (a)	Shewan, Tomes & Co.	Oct. 29, at 10 a.m.
New York v. Suez Canal	Si Hugo (a)	Jardine, Matheson & Co.	Oct. 21, at 4 p.m.
New York v. Suez Canal	Waverburn (a)	Doddell & Co., Limited	About Nov. 26.
New York v. Suez Canal	Waverburn (a)	Shewan, Tomes & Co.	About Oct. 22.
Rangoon	Simla (a)	Standard Oil Co.	About Nov. 12.
Shanghai	Wooneng (a)	P. & O. S. N. Co.	About Oct. 21.
Sh'hai, Meji & Kobe	Empire (a)	Butterfield & Swire	October 29.
Shanghai, Meji & Kobe	Banca (a)	Gibb, Livingston & Co.	Oct. 22, at noon.
Sh'hai, Y'ham & Kobe	Maria Valeria (a)	P. & O. S. N. Co.	About Oct. 25.
		Andur, Wills & Co.	About Oct. 23.

Sh'ai and Portland, O.	Araba (s)	Portland & A. S. Co.	October 27
Sh'ai and Portland, O.	Argonia (s)	Portland & A. S. Co.	November 19
S'pore, Pang, O'Ho & S'ow, Amoy & Tamsu	Triesto (s)	Portland & A. S. Co.	December 13
S'ow, Amoy, Pouchou	Trihof (s)	Santa Wines	October 29, n.p.
S'ow, Amoy & Tamsu	Triumph (s)	Osaka Shosen Kaisha.	Oct. 29, Daylight
S'ow, Amoy & Tamsu	M. Struve (s)	Osaka Shosen Kaisha.	Oct. 29, Daylight
S'ow, Amoy & Tamsu	Providence (s)	Osaka Shosen Kaisha.	Nov. 2, Daylight
S'ow, Amoy & Tamsu	Hailong (s)	Douglas Lapaik & Co.	Oct. 23, at 2 p.m.
S'ow, Amoy & Tamsu	Kansu (s)	Douglas Lapaik & Co.	Oct. 20, Daylight
S'ow O'fow & Tain	Yangtze (s)	Butterfield & Swire	October 27
Victoria, B.C., Tacoma	Lyra (s)	Dudwell & Swire	November 1
Victoria, B.C., Tacoma	Tartar (s)	Canadian P'f'o R. Co.	Nov. Out Oct. 23
Vancouver (B.C.)	Empress of India (s)	Canadian P'f'o R. Co.	November 16
Vancouver (B.C.) &c.	Empress of Japan (s)	Canadian P'f'o R. Co.	December 14

SHARE LIST.—QUOTATIONS.

October 19, 1904.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotation.
				Per Share.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	\$80, buy.
National Bank of China, Limited ...	19,970	£ 10	8	798
	29,955	£ 10	8	838
Do. Founders' shares	750	£ 1	£ 1	100, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd. ...	10,000	£ 250	\$ 50	\$250, sales
China Traders' Insurance Co., Ltd. ...	24,000	£ 83.33	25	\$81
North China Insurance Co., Ltd. ...	10,000	£ 16	5	75, buyers
Union Insurance Society, Ltd.	10,000	£ 250	100	\$250, buyers
Yangtze Insurance Association, Ltd.	8,000	£ 100	80	\$145, buyers
FIRE INSURANCES.				

Hongkong Fire Insurance Co., Ltd.	20,000	50	20	287, sales	buyers
Hongkong Fire Insurance Co., Ltd.	8,000	50	20	5385, buyers	
Hoong,					
H'kong & Whampoa Dock Co.'s Ltd.	50,000	50	all	2224, buyers	
Geo. Fenwick & Co., Limited.	6,000	25	25	all	sellers
New Amoy Dock Co., Ltd.	6,000	62	62	5274, sellers	
S. C. Farnham, Boyd & Co. Ltd.	55,700	100	100	174	
STEAMBOATS, TUGS, ETC.					
China and Manila S. S. Co., Ltd.	30,000	50	50	2264, sellers	
Douglas Steamship Co., Limited	20,000	50	all	552, sales	
H.K. C. and W. Steamboat Co., Ltd.	20,000	15	15	2224, sales	
Indo-China S. N. Company, Limited.	20,000	all	all	5130, sellers	
Ster Ferry Company, Ltd.	10,000	10	10	540, buyers	
Shell Transport & Trading Co., Ltd.	10,000	10	10	540, buyers	
	2,000,000	1	1		

Shanghai Do & Lighter Co., Ltd.	200,000	Tls. 80	Tls. 30
do, Preference.	100,000	Tls. 50	Tls. 47, buyers
REFINERIES.			
China Sugar Company, Limited	20,000	\$ 100	\$ 239, buyers
Luzon Sugar Company, Limited.	7,000	\$ 100	\$ 6, sellers
Perak Sugar Cultivation Co., Ltd.	7,000	Tls. 50	Tls. 60, sellers
WEAVERS.			
H.K. & Kow. Wharf & Godown Co.	30,000	\$ 50	\$ 114, buyers
Shanghai and Kowloon Wharf Co.	20,100	Tls. 100	Tls. 155 old, & 152 new
LAND AND BUILDINGS.			
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	\$ 152, sellers
Shanghai Land Investment Co., Ltd.	52,000	Tls. 5	Tls. 50
Kowloon Land and Building Company	6,000	\$ 67	\$ 112, buyers
			\$ 259, sellers

Hampreys Estate & Finance Co.	100,000	\$	100	all	118/12, buyers
	50,000	\$	50	all	118/12, sales
West Point Building Co., Limited...	12,500	\$	60	all	85, sellers
TRAMWAYS.					
KR High-Level Tramways Co., Ltd.	1,250	\$	100	all	300
MINDRO.					
Société Française des Charbon-	16,000	Frk.	250	all	490
nages du Tonkin.		£	1	18/10	16, buyers
Ramb Aust. Gold Mining Co., Ltd.	200,000	£	1	18/10	16, buyers
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.	12,000	£	50	all	119/7, buyers
Astor House Hotel, Ltd. (Tientsin).	2,000	T.Tls.	60	all	119/7, buyers
Astor House Hotel, Ltd. (S'hai).	2,000	£	25	all	70
DISPERSEMENTS.					
A. S. Watson & Co. Limited.	50,000	£	25	all	37/5, sales & sellers

Watkins Limited	10,000	£	10	£	10	100, buyers
LIGHTING.						
H.K. and China Gas Co., Limited	7,000	£	10	£	10	180, buyers
Shanghai Gas Company, Ltd.	5,000	£	5	£	10	77s. 102, sales
Shanghai Electric Co., Limited	30,000	£	10	£	10	115, sales
New Electric (new issue)	30,000	£	10	£	5	121, sellers
BRICK AND CEMENT.						
Green Island Cement Co., Ltd.	50,000	£	10	£	10	131, buyers
MISCELLANEOUS.						
Asbestos Eastern Agency, Ltd.	8,604	£	12/8	£	12/8	84, buyers
Asbestos Oriental Agency, Limited	100,000	£	10	£	10	192, buyers
Asbestos Oriental Agency, Limited	100,000	£	10	£	10	190, buyers
S.S. Steam Water-boat Co., Ltd.	7,500	£	10	£	10	121, sellers
Shanghai Water-boat Co., Ltd.	7,500	£	10	£	10	120, sellers

Anglo-Siam Company, Limited	5,000	25	all	2250, sellers
Anglo-Siam Waterworks Co., Ltd.	7,200	20	20	Tha. 387, buyers
Anglo-Siam Planting Company, Ltd.	20,000	5	5	5 21
Anglo-Siam Manufacturing Co., Ltd.	10,000	5	all	1140, sellers
Anglo-Siam Cotton Spinning Co., Ltd.	120,000	10	10	110, sales
Anglo-Siam Cotton Spinning and Weaving Co., Ltd.	20,000	50	50	Tha. 300, sellers
Anglo-Siam International Cotton Manufacturing Co., Ltd.	10,000	Ths. 75	Ths. 75	Ths. 25
Anglo-Siam Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Ths. 100	Ths. 100	Ths. 224
Anglo-Siam Cheo Cotton Spinning Co., Ltd.	8,000	Ths. 500	10	100 Ths. 187, sellers
Anglo-Siam Provident Loan Mortgage Co., Ltd.	50,000	10	10	994, sales
Anglo-Siam Barroco Company, Ltd.	80,000	12	12	114, buyers
Anglo-Siam Phillips, Moore & Co., Limited	1,800	12	12	114, buyers

Imperial and Hongkong Dyeing & Cleaning Co., Ltd.	12,000 \$	10 %	10 \$11, sellers
IGAR COMPANIES ppins Co., Ltd.	1,200 \$	60 %	50 \$50
Imbra Limited	87,500 \$	10 %	10 \$84, sellers
	300 \$	500 %	5 \$10, sellers

ISSUES	Amount.	Value.	Interest.	Year 1891.
Imperial 1886 \$Tls.	767,200	Tls. 2607 % p. annum	Par.	

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